

(1) Number of pages_____

(2) Date of repair_____

(3) Initials of the Referencer_____

MADRAS RECORD OFFICE

Government of Madras

Public Works DEPARTMENT

G.O. No.	3172-73	Press
B.P. No.		Mis.
Dated	27-11	1876
		195

Not to be folded or roughly handled

*Proceedings of the Madras Government, Public Works Department,
27th November 1876. No. 3,173.*

No. 474. 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, 15th November 1876, No. £31.

I HAVE the honor to submit the accounts of the Madras Railway for the half-year ending 30th June 1876, together with a note on the same.

2. I regret that these accounts could not have been forwarded at an earlier date; some returns from England required for their completion were received only towards the end of last month.

3. The accounts of the South Indian Railway will follow in a few days.

No. 475. ORDER THEREON, 27th November 1876, No. 3,172.

RAILWAY, No. 62.

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

2. His Grace the Governor in Council regrets to observe that the working expenses of the Madras Railway continue to be unduly high as compared with the gross receipts. This circumstance was commented on when the accounts for the previous half-year came under review. It was there shown that the working expenses amounted to 71.90 of the gross receipts. This proportion has increased for the half-year under notice, and now stands at 72.75. These results are due chiefly to the large outlay under "Maintenance" and "Locomotive." Under the former head extraordinary expenditure continued to be incurred. Of the total outlay of Rupees 7,20,285, the special items enumerated in paragraph 12 of the Consulting Engineer's note absorbed Rupees 1,49,839. As regards the Locomotive Department the extensive renewals and repairs stated to be required to the engine and rolling stock have little prospect of speedy improvement.

3. On the whole the gross earnings were less by Rupees 1,23,843 than during the previous half-year, while the expenditure was only Rupees 62,830 less.

(True Extract.)

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

No. 476. (DOCKET No. 3,173, dated 27th November 1876.)

COPY of the above forwarded to the Government of India.

(True Extract.)

Major-General, R.E.,
Secretary to Government.

Exd. A. Grubert.
Spare Copies

Accounts for the Half-year ending 30th June 1876.

No. 1

STATEMENT OF CAPITAL AUTHORISED AND CREATED.

	CAPITAL AUTHORISED.			CAPITAL CREATED OR SANCTIONED.			BALANCE.		
	Stock and Shares.	Loans.	Total.	Stock and Shares.	Loans.	Total.	Stock and Shares.	Loans.	Total.
Contracts with the Secretary of State or other Authority:—									
Acts 16th Viet. Sessions 1852-53									
14th June 1853									
" 17th " do. 1854									
" 18th " do. 1854									
" 19th " do. 1854-55									
15th June 1855									
Contracts in respect of Share Capital.									
Viz: 22nd December 1852	500,000	...	500,000	500,000	...	500,000			
" 19th December 1855	3,500,000	...	3,500,000	3,500,000	...	3,500,000			
" 13th August 1858	1,000,000	...	1,000,000	1,000,000	...	1,000,000			
" 28th October 1867	2,500,000	...	2,500,000	2,500,000	...	2,500,000			
" 28th July 1875	828,300	...	828,300	828,300	...	828,300			
* Contracts in respect of Loans on Debentures.									
Viz: 13th March 1860	...	1,000,000	1,000,000	...	1,000,000	1,000,000			
" 28th October 1867	...	1,500,000	1,500,000	...	1,500,000	1,500,000			
" 28th July 1875	...	171,700	171,700	...	171,700	171,700			
Balance of borrowing powers authorised under the above acts	...	736,117	736,117	...	...	...			
	3,328,300	3,407,817	11,736,117	8,328,300	2,671,700	11,000,000	...	736,117	736,117
* These comprise Debentures that have been converted into stock amounting to... £ 1,861,400									
Capital to replace Debentures paid off... £ 33,750									
£ 1,895,150				1,895,150	2,583,500				
Debentures paid off... £ 33,750									
Do " " " " " £ 693,850									
Do converted... £ 727,100									
£ 1,861,400				10,223,450	83,200				
£ 2,588,500									

No. 2. STATEMENT OF STOCK AND SHARE CAPITAL CREATED, SHOWING THE PROPORTION RECEIVED.

Description.	Amount created.	Amount received.	Calls in arrear.	Amount uncalled.	Amount unissued.
	£	£	£	£	£
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. at 4½ per cent.	1,000,000	999,970	30		
Do. at 5 per cent.	8,723,450	8,701,951	7,675	13,824	
	£ 10,223,450	10,201,921	7,705	13,824	

No. 3. CAPITAL RAISED BY LOANS AND DEBENTURE STOCK.

	RAISED BY LOANS.		Raised by issue of Debenture Stock.	Total raised by Loans and by Debenture Stock.
	At 5 per cent.	At 4½ per cent.		
	£	£	£	£
Existing at 31st December 1875	92,700	500,000	...	592,700
" at 30th June 1876	82,700	500	...	83,200*
Increase	10,000	499,500	...	509,500
Decrease				
Total amount authorised to be raised by Loans and by Debenture Stock in respect of capital created, as per Statement No. 1.				3,407,817
Total amount raised by Loans and by Debenture Stock, as above				83,200
Balance being available borrowing powers at 30th June 1876				3,324,617

* Of this sum Debentures to the amount of £ 300 matured on 1st January 1876 but remained unclaimed on 30th June 1876.

To Expenditure:—	Amount expended to 31st December 1875.	Amount expended during half-year as per Account No. 5.	Total.	By Receipts:—		Amount received to 31st December 1875.	Amount received during half-year.	Total.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
On Line open for Traffic ...	8,468,524 10 4	9,565 0 7	8,478,089 10 11	Shares and Stock per last statement ...	10,182,352	10,192,352 0 0	9,569 0 0	10,201,921 0 0
" Raichoor Station ...	40,009 19 6	...	40,009 19 6	Add Debentures converted into 5% Stock during half-year ending 30th June 1876 ...	10,000	...	...	...
" Working Stock ...	1,052,826 6 8	699 3 11	1,053,525 10 7	Account No. 2 ...	...	...	...	...
" Plant ...	110,632 2 2	...	110,632 2 2	Capital not bearing interest ...	...	9,897 19 11	...	9,897 19 11
" Establishment ...	83,451 6 3	1,610 3 9	85,064 10 0	Loans	...	...	...	...
" Contingencies ...	11,088 18 10	7 0 0	11,095 18 10	By last statement. 592,700	...	...	...	...
Deduct Credit of Statement No. 5.	9,745,936 3 9	11,881 8 3	9,757,817 12 0	Deduct amount converted as above ...	10,000	...	...	...
	...	1,927 13 3	1,927 13 3	Paid off during half-year ...	499,500	...	...	...
	9,745,936 3 9	9,953 15 0	9,755,889 18 9	Account No. 3 ...	...	...	...	...
" Balance ...	...	...	539,129 1 2			...	...	83,200 0 0
			10,295,018 19 11			10,235,419 19 11	9,569 0 0	10,295,018 19 11

DETAILS OF CAPITAL EXPENDITURE FOR THE HALF-YEAR ENDING 30TH JUNE 1876.

Line Open for Traffic.		RS.	A.	P.	RS.	A.	P.
Permanent way ...	...	4,830	7	3			
Telegraph Department ...	...	34,301	5	9			
Cheyair Bridge ...	...	4,118	15	2			
Stations & Buildings ...	...	27,493	5	2			
Construction of Line ...	...	60,872	2	1			
Ballast and Permanent way ...	...	4,768	0	2			
Neilgherry Branch... ..	...	1,177	10	8			
Madras Central Station ...	...	4,056	7	10			
		1,41,618	6	1			
Deduct Credits as under.							
Brickwork and Masonry ...	22,537 13 7						
Madras Terminal Station and Perambore works ...	12,954 15 1						
Beypoor Terminal works ...	1,779 13 5	37,272	10	1	1,04,345	12	0
Working stock.							
Engines and Tenders ...	...	7,088	9	3			
Carriages... ..	...	539	0	0	7,627	9	3
Establishment.							
Direction... ..	...	686	3	5			
Engineering ...	...	14,169	4	3			
Locomotive ...	...	1,135	5	6			
Stores ...	...	223	4	5			
Audit Account and Cashier's ...	...	1,127	0	6			
Medical ...	...	219	8	9	17,565	10	10
Contingencies.							
Direction... ..	...				76	5	10
					1,29,615	5	11
Deduct Credit—Working Stock.							
Wagons ...	...				21,029	0	6
Total expenditure of half-year as per Account No. 4.	...	1,08,586	5	5			

No. 6. ESTIMATE OF FURTHER EXPENDITURE ON CAPITAL ACCOUNT.

	Total expenditure from commencement of operations to 30th June 1876.	FURTHER EXPENDITURE.		
		During the half year ending 31st December 1876.	In subsequent half-years.	Total.
	Rs.	Rs.	Rs.	Rs.
Lines opened for Traffic more than 2 years ...	9,51,74,095	3,45,000	15,75,000	19,20,000
Working Stock:—	1,11,17,667			
Engines ... No. 10			3,55,000	3,55,000
do. Putting into thorough working order, 2	16,329	14,710		14,710
Constructing and fitting Cow Catchers to Engines ... 10	1,900	300		300
do do do do ... 118	7,089	14,911	2,960	18,871
Double Saloon 1st Class night carriages ... 4			24,800	24,800
Fitting sun shades to vehicles ...	25,263	4,968	4,969	9,937
do axle box oil keeps to wagons ...	50,515	2,092	2,093	4,185
do additional plate to springs for vehicles ...	34,420	10,075	10,076	20,151
do Third Class carriages with shutters ...	612	788		788
Goods Brake Van, Iron ... 6			36,000	36,000
Covered Goods to be converted from open sided Goods wagons ... 30			29,285	29,285
Second Class sleeping carriages ... 3			12,114	12,114
Tools and Plant ...		5,498		5,498
Total estimated further expenditure of Capital Rs...	10,64,27,890	2,98,342	20,53,297	24,51,639

* The increase in the present estimate over the previous half year is owing to the non-completion of works as anticipated and the requirement for Tools and Plant.

No. 7. CAPITAL POWERS AND OTHER ASSETS AVAILABLE TO MEET FURTHER EXPENDITURE AS PER ACCOUNT No. VI.

Share and Loan Capital authorised or created but not yet received:—		£	£	s.	d.
Shares (No. II.) Calls in arrear. ...		7,705			
Amount uncalled ...		13,824	21,529	0	0
Loans (No. III.)					
Available borrowing powers ...			3,324,617	0	0
Capital Account—Balance at credit thereof					
(Account No. IV.) ...			539,129	1	2
			3,885,275	1	2

No. 8. REVENUE ACCOUNT FOR THE HALF-YEAR ENDING 30th JUNE 1876.

DE.

CR.

EXPENDITURE.	Per cent. of Revenue.			EARNINGS.	
				RS. A. P.	RS. A. P.
To Maintenance of Way, Works and Stations (Abstract A)	7,20,284	6	9	23-33	By Coaching traffic (Abstract H) 12,76,946 9 6
„ Locomotive expenses (Abstract B)	7,53,843	3	7	24-42	„ Goods traffic. (Abstract I) 17,07,747 9 7
„ Carriage and Wagon expenses (Abstract C)	2,03,353	3	8	6-59	„ Electric Telegraph earnings ... 12,027 6 9
„ Traffic expenses (Abstract D)	3,22,089	13	11	10-43	„ Steam-boat earnings (Abstract J) Nil.
„ General charges (Abstract E)	2,24,909	6	11	7-28	„ Sundries (Abstract K) 90,675 12 2
„ Steam-boat service (Abstract F)					
„ Special and miscellaneous expenditure (Abstract G)	21,560	1	5	70	
	22,46,040	4	3	72-75	
„ Balance net earnings ...	8,41,357	1	9	27-25	
TOTAL...	30,87,397	6	0	100-00	TOTAL... 30,87,397 6 0

Maintenance of Way, Works and Stations.

1st.—General Superintendence—			RS.	A.	P.	RS.	A.	P.
(1).—Engineers' salaries...	...	...	73,898	14	10			
(2).—Allowances of ditto, including travelling	...	...	7,655	6	1			
(3).—Subordinate Superintendents	...	...	28,510	10	4			
(4).—Allowances of ditto, including travelling	...	...	450	7	11			
(5).—Overtime allowances	...	...	...	...	...			
(6).—Office expenses	...	...	27,064	11	3	1,37,580	2	5
2nd.—Maintenance and Renewal of Permanent-way—			RS.	A.	P.	RS.	A.	P.
(1).—Wages	...	...	1,97,454	6	4			
(2).—Materials	...	...	1,31,512	13	9	3,28,967	4	1
3rd.—Repairs of Bridges, &c.—Wages and Materials—			RS.	A.	P.	RS.	A.	P.
(1).—Bridges and Tunnels	...	...	1,18,281	2	6			
(2).—Miscellaneous, including earth-work, roads, fencing, &c.	...	...	66,251	9	5	1,84,532	11	11
4th.—Repairs of Stations and Buildings—Wages and Materials—			RS.	A.	P.	RS.	A.	P.
(1).—Repairs of buildings of every description, including station-yards and signals, but excepting quarters of the staff	...	...	40,496	1	4			
(2).—Repairs of staff quarters	...	...	12,864	9	1	53,360	10	5
5th.—Maintenance by Contract—			RS.	A.	P.	RS.	A.	P.
(1).—Amount paid to contractors...	...	...	...	...	...			
(2).—Materials supplied by the Company	...	...	...	...	...			
6th.—New Minor Works—			RS.	A.	P.	RS.	A.	P.
(1).—Plantations	...	...	...	...	...			
(2).—Tools and Plant	...	...	...	...	...			
(3).—Loss on stores, &c.	...	...	12,113	14	9			
TOTAL...						12,113	14	9
Deduct { Value of stores returned to stock Sum chargeable to ... Fund... &c.						7,20,284	6	9
TOTAL...						7,20,284	6	9
7th.—Unclassified Expenditure—			RS.	A.	P.	RS.	A.	P.
(1).—Plantations	...	...	...	...	...			
(2).—Tools and Plant	...	...	...	...	...			
(3).—Loss on stores, &c.	...	...	12,113	14	9			
TOTAL...						12,113	14	9
Deduct { Value of stores returned to stock Sum chargeable to ... Fund... &c.						7,20,284	6	9
TOTAL...						7,20,284	6	9
Mean Mileage maintained by Revenue—			RS.	A.	P.	RS.	A.	P.
RAILWAY LINE ... { Double SIDINGS ... { Single			Ms.	Chs.	Ft.	Ms.	Chs.	Ft.
Average...			854	52	58	854	52	58
Total single track, including sidings			91	1	60	91	1	60
TOTAL...						952	44	52

Re-construction of the New Cheyair Bridge	Rs.	20,594	17	11
Repairs of Pennair Bridge		38,394	6	7
do Gooriatum Bridge		7,112	2	0
Doubling the line between Perambore and Umbathore		8,094	8	5
Renewing the line between Pothanore and Muddikurly with iron pot sleepers		954	6	10
do Muddikurly and Palghat		11,303	10	10
Substitution of steel for iron rails between New Central Station & Veyasarpady Junction		1,428	14	0

Locomotive Expenses.

1st.—General Superintendence—			RS.	A.	P.	RS.	A.	P.
(1).—Salaries of Superintendents and Assistants	...	...	8,539	14	5			
(2).—Allowances of ditto, including travelling	...	...	2,064	4	4			
(3).—Subordinate Superintendents	...	...	26,801	10	10			
(4).—Allowances of ditto, including travelling	...	...	4,362	9	3			
(5).—Overtime allowances	...	...	702	4	10			
(6).—Office expenses	...	...	16,422	1	5	58,892	13	1
2nd.—Running expenses (Wages connected with the working of Locomotive Engines)—			RS.	A.	P.	RS.	A.	P.
(1).—Wages of Drivers and Firemen	...	...	75,024	4	0			
(2).—Overtime allowances...	...	...	15,315	2	11			
(3).—All labor connected with fuelling, cleaning and looking after engines in yards	...	...	16,638	0	3			
(4).—Contingent expenses, including clothing and travelling expenses	...	...	...	...	...	1,06,977	7	2
3rd.—Fuel—			RS.	A.	P.	RS.	A.	P.
(1).—Coal	...	Tons 7,619	1,90,485	10	9			
(2).—Coke	...	do 217	6,528	6	4			
(3).—Patent fuel	...	do 58	1,528	4	4			
(4).—Wood	...	do 30,959	1,38,699	1	1	3,37,241	6	6
4th.—Water (including Wages and Stores)—			RS.	A.	P.	RS.	A.	P.
(1).—Wages	...	...	...	...	...	12,482	14	1
5th.—Oil, tallow and other stores (expended on Engines in work)—			RS.	A.	P.	RS.	A.	P.
(1).—Wages	...	...	88,807	6	7			
(2).—Overtime allowances	...	...	8,587	14	10			
(3).—Materials	...	...	1,28,454	3	4	2,25,849	8	9
6th.—Maintenance and Renewals of Locomotive Engines and Machinery—			RS.	A.	P.	RS.	A.	P.
(1).—Wages	...	...	...	...	...			
(2).—Overtime allowances	...	...	...	...	...			
(3).—Materials	...	...	...	...	...			
7th.—Payments to other Lines—			RS.	A.	P.	RS.	A.	P.
(1).—For haulage of trains	...	...	...	...	...			
8th.—Unclassified Expenditure—			RS.	A.	P.	RS.	A.	P.
Loss on stores, &c...	...	...	...	...	...	163	10	2
TOTAL...						7,53,843	3	7
Deduct { Credits received for work done in workshops for other Departments... Value of stores returned to stock ... Sum chargeable to ... Fund... &c.						...		
TOTAL...						7,53,843	3	7

Value of stores credited to sub-heads... Rs. 13,805 5 8

ABSTRACT C.

No. 9.—(Continued.)

Carriage and Wagon Expenses.

	RS.	A.	P.	RS.	A.	P.
1st.—General Superintendence—						
(1).—Salaries of Superintendents and Assistants ...	2,037	8	3			
(2).—Allowances of ditto, including travelling... ..	506	11	9			
(3).—Subordinate Superintendents	6,420	9	4			
(4).—Allowances of ditto, including travelling... ..	1,047	5	7			
(5).—Overtime allowances	166	15	8			
(6).—Office expenses	3,961	4	8	14,140	7	8
2nd.—Repairs and Renewals of Vehicles and Machinery—						
COACHING VEHICLES—						
(1).—Wages	12,413	3	9			
(2).—Overtime	542	3	5			
(3).—Materials	24,433	8	8	37,398	15	10
GOODS VEHICLES—						
(1).—Wages	31,586	5	5			
(2).—Overtime	1,246	6	3			
(3).—Materials	73,001	6	5	1,05,834	2	1
3rd. Cleaning Carriages & wagons, and Oiling—						
(1).—Labor, including wages of Oilers, Carriage Cleaners and Examiners... ..	8,563	14	5			
(2).—Stores, including oil, grease and other stores for consumption on running vehicles... ..	15,101	4	1	23,665	2	6
4th.—Unclassified Expenditure—						
Loss on stores, &c.						
Loss on 18 Coke Wagons				22,324	8	0
TOTAL...				2,03,353	3	8
Deduct { Credits received for work done in workshops for other Departments, &c.						
Value of stores returned to stock						
Sum chargeable to.....Fund... ..						
&c.						
TOTAL...				2,03,353	3	8
Value of stores credited to sub-heads						
TOTAL...						

Rs. 7,747 2 0

ABSTRACT D.

No. 9.—(Continued.)

Traffic Expenses.

	RS.	A.	P.	RS.	A.	P.	RS.	A.	P.
1st—Salaries, Wages, &c.—									
(a).—General Superintendence—									
(1).—Traffic Manager, Assistant ditto, District Superintendents and Traffic Canvassers... ..	25,908	8	8						
(2).—Office Establishment	17,333	5	1						
(3).—Travelling allowances... ..	4,649	11	0						
(4).—Contingencies	3,749	12	11	56,641	5	8			
(b).—Station Staff—									
(1).—Station Masters, Clerks, Porters, Points-men, Gate-keepers of Level-crossings, Signalmen, Station servants, &c.				1,40,709	10	6			
(c).—Train Staff—									
(1).—Guards and Assistant Guards	35,069	13	0						
(2).—Overtime allowances	100	6	8	35,170	3	8	2,32,521	3	10
2nd.—Fuel, lighting, water and general stores—									
(1).—Fires, lights, water and general stores for Carriages, Stations, Offices, &c.				33,344	15	2			
(2).—Wagon covers, ropes, &c.				25,873	11	7			
(3).—Office and station fittings and furniture... ..				1,276	12	3	60,495	7	0
3rd.—Clothing							7,020	1	5
4th.—Printing, Stationery and Tickets							22,304	10	8
5th.—Charges for delivery and collection of Goods, &c.									
6th.—Miscellaneous Expenses									
7th.—Payments to other Lines—									
(1).—Traffic expenses at joint stations... ..									
8th.—Unclassified Expenditure—									
Loss on stores, &c.							23	10	2
TOTAL...							3,22,370	1	1
Deduct { Value of stores returned to stock									
Sum chargeable to Fire Insurance Fund				280	3	2	280	3	2
&c.									
TOTAL...							3,22,089	13	11

No. 9.—(Continued.)

ABSTRACT E. General Charges.

				RS.	A.	P.	RS.	A.	P.
1st.—Home Expenditure—									
(1).—Directors and Secretary, or Managing Director...				30,180	10	4	38,036	8	0
(2).—Auditors and Accountants									
(3).—Consulting Engineer and Inspecting Officers' fees and travelling allowances									
(4).—Office Expenses				7,855	13	8			
2nd.—Salaries of Indian Management, Including Offices—									
	Salaries.	Travelling Allowances.	Contingen- cies.						
(1).—Agent's Office.	21,606	9 11	40 8 0	21,647	1	11			
(2).—Auditor's "	31,424	0 3	1,683 13 11	33,171	14	2			
(3).—Accounts "	12,135	13 1		12,135	13	1			
(4).—Paymaster's (Cashier's) Office.	16,852	6 10	1,170 10 6	18,412	8	10			
(5).—Store Dept.	12,210	4 0	217 10 0	12,427	14	0			
(6).—Medical "	11,585	3 6	80 0 0	12,871	1	11			
(7).—Rents of buildings and lands				220	0	0			
(8).—Furniture, fittings and other miscellaneous expenses				3,519	9	4			
(9).—Printing and Stationery				3,234	13	9			
(10).—Medicine				1,938	8	6			
3rd.—Police—									
(1).—Supervision				1,860	0	0			
(2).—Constables				10,193	7	5			
(3).—Contingencies				2,649	15	5			
4th.—Advertising—(All advertisements of all Departments.)									
5th.—Electric Telegraph—									
(1).—Salaries of Superintendents and Assistants				8,715	1	4			
(2).—Signallers				16,998	15	11			
(3).—Travelling Expenses				1,254	0	0			
(4).—Office Expenses, Contingencies, &c.				1,459	14	0			
(5).—Maintenance, Wages and Stores				22,527	9	6			
(6).—Government Telegraph Department for Rent, Maintenance and Inspection									
6th.—Clearing Accounts with other lines									
7th.—Unclassified Expenditure									
Loss on stores, &c.				190	14	6			
Expenses connected with Fire-engines				232	4	10			
TOTAL...									
Fund...									
Deduct { Value of stores returned to stock &c. Sum chargeable to &c. }									
TOTAL...									

ABSTRACT G.

No 9.—(Continued.)

Special and Miscellaneous Expenditure.

		RS.	A.	P.	RS.	A.	P.
1st.—Law charges ...					2,071	9	10
2nd.—Compensation—							
(1).—For Goods lost or damaged...		2,329	2	2			
(2).—For Personal injury ...							
(3).—For other claims ...		32	13	0	2,361	15	2
3rd.—Rates and Taxes (including Municipal Water-rates)							
4th.—Interest on Revenue balances—							
5th.—Payments to other Lines—							
(1).—Hire of Locomotives							
(2).—Hire of Vehicles							
(3).—Mileage of Foreign stock		14,394	0	8			
(4).—Rent of Stations, &c., jointly occupied					14,394	0	8
(6).—							
(7).—							
TOTAL...							
Deduct sum chargeable to Fire Insurance Fund.....							
TOTAL...							

[illegible]

* Season Tickets 20—1st Class reckoned at the rate of 40—Single Journey Passenger equals 800.	
Do 28—2nd Class	Do 1120.
Do 7—3rd class	Do 280.

		Number of tons lifted.	Rate per ton per mile.	Ton Miles.	Amount.	
			Pies.		RS.	A. P.
1st.—Merchandise, General—						
Special	127,735	8-03	9,422,473	3,94,293	2	0
1st Class	74,489	9-95	12,563,270	6,50,841	14	3
2nd Class	24,450	12-70	4,110,976	2,72,590	11	0
3rd Class	14,461	16-54	2,382,093	2,05,260	1	4
4th Class	3,188	22-01	643,227	73,737	9	0
5th Class	1,513	32-17	226,923	38,020	12	0
TOTAL	245,836		29,348,962	16,34,744	1	7
2nd.—Military Stores	1,850	20-26	535,585	56,517	14	0
3rd.—Railway materials for construction.	339	6-53	65,093	2,214	4	0
4th.—Coal—						
(1).—For the Public	103	8-13	16,733	708	13	0
(2).—For the Company (Construction only)	...					
	103		16,733	708	13	0
Total Minerals	248,128		29,966,378	16,94,185	0	7
Total Goods... ..	15,012	NIL	2,220,483	NIL		
5th.—Stores carried free for Revenue.						
6th.—Live Stock—						
(1).—Horses			171	1,533	9	0
(2).—Cattle			677	2,100	10	0
(3).—Sheep, &c.			3,105	957	12	0
TOTAL			3,953	4,591	15	0
7th.—Military Live Stock—						
(1).—Horses			459	5,706	9	0
(2).—Cattle			35	133	13	0
(3).—Sheep, &c.						
TOTAL			494	5,840	6	0
8th.—Rents and Demurrage, Wharfage, Storage, &c				2,598	7	0
9th.—Interest on Outstanding Bills				531	13	0
10th.—Miscellaneous						
TOTAL				17,07,747	9	7
Less outstandings irrecoverable						
TOTAL				17,07,747	9	7

No. 10—(Continued.)

ABSTRACT K.

Sundries.

	Amount.		
	RS.	A.	P.
Interest on Revenue balances deposited with Government ...	7,813	14	0
Hire of Locomotives ...	750	0	0
Hire of Vehicles ...	...	...	...
Mileage of Vehicles over Foreign Lines ...	16,878	5	9
Rent of Stations, &c. jointly occupied ...	19,853	4	0
Clearing accounts with other Lines ...	...	...	...
Tolls on Bridges ...	...	...	...
Rents of Dwelling-houses ...	32,185	7	9
Rents of Refreshment Rooms ...	6,674	2	8
Fees on Share Transfers, &c. ...	1,506	5	9
Profits of workshops for work done for State Railways, &c....	...	...	...
Sale of unclaimed and damaged goods ...	251	15	6
Unpaid or unclaimed salaries ...	1,817	8	4
Sale of Revenue Stores.—	...	...	...
1.—Maintenance ...	491	7	0
2.—Locomotive ...	315	15	8
3.—Carriage and Wagon ...	0	0	0
4.—Traffic ...	1,727	12	0
5.—General ...	409	11	9
TOTAL...	90,675	12	2
Less outstandings irrecoverable...	...	...	...
TOTAL...	90,675	12	2

No. 11.

FIRE INSURANCE FUND.

	RS. A. P.		
	RS.	A.	P.
To amount paid for loss by fire as per Revenue Account, Abstracts D. & G. ...	2,522	14	2
Paid on account of Tarpanlins destroyed ... Rs. 280 3 2	...	...	...
Sundry claims ... Rs. 2242 11 0	...	...	...
Balance in hand on the 30th June 1876. ... Rs. 5,01,185 5 11	5,01,501	10	0
Government Paper for Rs. 4,73,400	...	...	...
Cash—Bank ... Rs. 122 7 5	...	...	...
Cashier (undrawn cheque) 193 12 8	...	...	...
Total...	5,04,024	8	2
By Balance in hand at 1st January 1876 ...	4,93,636	4	10
Interest on Government Paper less debits for commission, &c	10,388	3	4
Total...	5,04,024	8	2

No. 12.

15

STATEMENT OF ROLLING-STOCK FOR HALF YEAR ENDING 30th JUNE 1876.

DESCRIPTION.	1	2	3	4	5	6	7	8	9	10	11
	Total stock authorised.	Total stock constructed against authorisation up to the last day of the previous half-year.	Additions 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.	Number of Vehicles repaired 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.	Average number undergoing repairs and renewals at any one time.
Engines.											
{ Tank.	20	20	...	...	20	95	34	2	25	8	27½
{ Passenger.	2	2	...	...	2	...	...	...	...	...	...
{ Goods.	106	106	...	...	106	...	...	...	...	...	...
Total.	128	128	...	...	128	95	34	2	25	8	27½
Coaching.											
{ Saloon Carriages.	2	2	...	...	2	2	1	...	...	...	5
{ Sleeping ".	4	4	...	...	4	4	...	...	...	...	...
{ 1st Class ".	15	15	...	...	15	11	59	...	4	...	...
{ Double Saloon 1st Class Night Carriages.	8	4	* 4	...	8	8	...	...	3	...	7
{ 2nd Class Carriages.	64	64	...	...	64	61	82	...	4	...	12
{ 3rd ".	181	181	...	...	181	177	157	...	7	...	6
{ 3rd " with Brakes.	30	30	...	...	30	23	24	...	...	...	...
{ 3rd " Upper Storied.	2	2	...	...	2	2	7	...	...	...	8
{ Composite Carriages.	25	25	...	...	25	29	35	...	8	...	4
{ Night Composite Carriages.	12	12	...	...	12	39	61	...	1	...	...
{ Covered Carriages or Cooly Class.	40	40	...	...	40	1	4	...	...	...	...
{ Engineers' Inspection Carriage.	1	1	...	...	1	1	...	...	...	...	...
{ Inspection Carriage for Consulting Engineer.	1	1	...	...	1	2	1	...	...	...	3
{ Invalid Carriages.	2	2	...	...	2	25	9	...	5	...	3
{ Carriage Trucks.	30	30	...	...	30	25	24	...	4	...	6
{ Passengers' Luggage Vans.	25	25	...	...	25	47	79	...	3	...	...
{ Horse Boxes.	50	50	...	...	50	...	...	...	...	...	54
Total.	492	488	4	...	492	453	543	...	39	...	15
Merchandise.											
{ Open Goods Wagons.	332	332	...	...	332	226	40	...	6	...	107
{ Open Sided Goods Wagons.	1,857	1,857	...	...	1,857	1,819	1,337	2	67	41	3
{ High Sided Open Goods Wagons.	5	5	...	...	5	5	1	...	...	...	38
{ High Open Goods Wagons.	244	200	...	...	200	170	17	41	30	...	23
{ Ballast Wagons.	388	370	...	...	370	351	197	3	19	...	3
{ Ccke ".	35	35	...	...	35	33	41	...	2	...	...
{ Cattle ".	7	7	...	...	7	7	6	...	5	1	3
{ Road ".	7	7	...	...	7	16	21	...	7	...	4
{ Road Brake Wagons.	70	48	...	...	48	41	54	1	16	...	6
{ Covered Goods ".	150	6	...	...	6	6	...	...	...	...	...
{ Timber Trucks.	4	4	...	...	4	4	...	...	...	...	7
{ Platform ".	4	4	...	...	4	4	...	...	...	...	2
{ Water ".	60	60	...	...	60	48	51	...	11	1	...
{ Goods Brake Vans.	3	3	...	...	3	2	7	...	...	...	...
{ Gun Powder ".	3	3	...	...	3	3	5	...	...	...	...
{ Oil Store ".	4	4	...	...	4	4	...	...	...	...	...
{ Travelling Crane on Trucks.	...	...	...	...	...	...	...	...	...	...	...
Total.	3,162	3,100	...	...	3,100	2,893	1,826	47	163	41	209

* 4 Double Saloon 1st Class night carriages constructed vide Consulting Engineer's letter No. 146, dated 3rd February 1875.
† 100 Low sided open goods wagons converted into High sided open goods wagons as per letter from Consulting Engineer No. 771, dated 8th July 1875.

With reference to Composites the usual proportion allotted to each class of seats may be taken as:—

	1st Class.	2nd Class.	3rd Class.
3 Vehicles...	8	12	0
4 do.	6	12	0
2 do.	3	8	30

The following carriages have been fitted up for the accommodation of the Post Office.
1 Second Class carriage fitted up as an "Overland Sorting carriage" 20 feet long.
6 do. carriages with a "Sorting" compartment 15 feet long or three-fourths of entire carriage.
5 do. do. with a compartment 13 feet long or thirteen-twentieths of do.
3 do. do. with a compartment fitted with Bunkers 10 feet long or one half of do.
6 Third Class carriages with a compartment without Bunkers 8 feet long or one half of do.

No. 13.

16

MILEAGE STATEMENT.

	Double Line	Single Line	Total	Sidings.
	Ms. Chs. Ft.	Ms. Chs. Ft.	Ms. Chs. Ft.	Ms. Chs. Ft.
Lines owned by Company, sanctioned, not commenced	...	...	...	...
" " " under construction	...	...	...	...
" " " constructed, but not worked	...	...	...	...
" " " and worked by Company	3 35 0	854 52 58	858 7 58	90 36 42
" " " " by others	...	...	...	...
Total...	3 35 0	854 52 58	858 7 58	90 36 42
Lines worked by Company.				
Its own	3 35 0	854 52 58	858 7 58	90 36 42
Foreign	...	...	...	...
Total...	3 35 0	854 52 58	858 7 58	90 36 42
Foreign Lines worked over by Company...	...	...	...	...

No. 14.

STATEMENT OF TRAIN MILEAGE.

STATEMENT OF TRAIN MILEAGE.					
			No.	Estimated Locomotive Expenses	
			Miles	Rs.	
(1).	Train miles run for Traffic Department, viz:—				
	Passenger	...	8,835		
	Goods	...	217,365		
	Mixed	...	782,894	1,009,094	
				5,61,091	
(2).	" " for Locomotive Department	...	21,652	12,039	
(3).	" " for Maintenance	...	46,856	26,054	
	Total...		1,077,602	5,99,184	
			Estimated No. of miles.	Hours	Rs.
(4).	Hours of assisting engines	...	547	57	304
(5).	" of shunting, piloting, &c,	...	260,929	27,683	1,45,085
(5).	" of miscellaneous services	...	16,672	2,477	9,270
	Total		278,148	30,217	1,54,659
					7,53,843
			Total cost...		

No. 15.

DISTRIBUTION STATEMENT OF AUDITED SALARIES INCLUDING ALLOWANCES AND OFFICE EXPENSES.

Department.	Capital.	Revenue	Total.
	Rs. A. P.	Rs. A. P.	Rs. A. P.
Home Expenditure...	279 2 11	38,036 8 0	38,315 10 11
Engineering	14,169 4 3	1,37,380 2 5	1,51,749 6 8
Locomotive	...	...	...
Carriage and Wagon	1,135 5 6	73,033 4 4	74,168 9 10
Traffic	...	...	...
Agency	...	56,641 5 8	56,641 5 8
Audit.	407 0 6	21,647 1 11	22,054 2 5
Account	578 7 3	33,171 14 2	33,750 5 5
Paymaster's (Cashier's)	231 2 7	12,135 13 1	12,366 15 8
Stores	317 6 8	18,412 8 10	18,729 15 6
Medical	228 4 5	12,427 14 0	12,655 2 5
Police	219 8 9	12,871 1 11	13,090 10 0
Electric Telegraph	...	1,860 0 0	1,860 0 0
	...	8,715 1 4	8,715 1 4
Total..	17,565 10 10	4,26,532 11 8	4,44,098 6 6

17

No. 16.

PROFIT STATEMENT FOR HALF-YEAR ENDING 30th JUNE 1876.

	Current Half-Year.	Previous Half-Year.	TOTAL.
	Rs. A. P.	Rs. A. P.	Rs. A. P.
Traffic earnings paid into the Government Treasury during the half-year.....	29,81,390 4 6	...	29,81,390 4 6
Do. during the month of July 1876.	81,556 6 2	...	81,556 6 2
Do. Do. August "	10,218 10 10	...	10,218 10 10
Total...	30,73,165 5 6	...	30,73,165 5 6
Deduct amount received in advance on Traffic Account	...	...	10 2 9
Less working expenses of half-year as per Revenue Account	...	...	30,73,155 2 9
Balance net profits	...	...	22,46,040 4 3
			8,27,114 14 6
Balance outstanding at date of submission of Account (1st September 1876.) viz:—			
Due from Construction Account	...	294 7 4	* Check Office Calcutta
Do. Government *	...	695 3 4	
Do. Public Companies & Traders	...	1,957 1 8	
Do. G. I. P. Railway	...	14,666 8 1	
Do. Traffic Department	...	...	
Do. Sundries	...	17,613 4 5	

J. CRAMP,

Chief Accountant.

ROBT. B. ELWIN,

Agent and Manager.

Examined and found correct.

P. LAMBERT, Major, R. E.,

Govt. Examiner of Ry. Accounts.

FITZGERALD CHURCH,

Chief Auditor.

Approved and passed.

C. J. SMITH, Major, R. E.,

for Consulting Engineer to Government for Railways.

MADRAS,

20th October 1876.

Pr 8307/76.
2

Note on the Revenue Account
of the Madras Railway for half-
-year ending 30th June 1876.

1. The general results for the
last five half years are com-
-pared in the following table:-

Half-year ended	Gross earnings	Before deducting	Net Revenue	Percentage of Gross Receipts per open -m to mile per Receipts week	Rs.
30 th June 1874	29,57,671	18,42,358	11,15,413	62.29	133.8
31 st December 1874	29,48,829	19,77,273	9,71,556	67.05	130.8
30 th June 1875	32,18,572	22,09,732	10,08,780	68.66	145.1
31 st December 1875	32,11,240	23,08,870	9,02,371	71.90	142.4
30 th June 1876	30,87,397	22,46,040	8,41,357	72.75	139.4

The receipts, though in excess of
those during 1874, compare unfavour-
-ably with the two half years
immediately preceding. The
working expenses continue to be
very high, forming no less than
72.75

72.75 per cent of the gross earnings, the highest percentage ever reached on this line. "Maintenance" and "Locomotive" account chiefly for this result, and although some reduction under the former head may be anticipated the expenditure in the Locomotive Department must it is feared, remain at a high figure for some time to come, the advanced age of the stock of all descriptions rendering heavy renewals necessary.

The earnings under coaching and goods were as follows:-

Half-year ended	Coaching		Goods		Total
	Amount	Per cent per mile	Amount	Per cent per mile	
	Rs.	P.	Rs.	P.	Rs.
30 th June 1874	1269,704	57.23	1581,035	71.26	2,850,739
31 st December 1874	1,199,799	53.20	1,437,263	72.60	2,637,062
30 th June 1875	1,238,350	55.82	1,870,458	84.67	3,108,808
31 st December 1875	1,227,643	54.43	1,879,983	83.36	3,107,626
30 th June 1876	1,276,946	57.24	1,707,748	76.55	2,984,694

The falling off in the last half year is entirely under goods traffic, the earnings from coaching being higher than during any of the other periods shown. The receipts from ordinary passengers were highest in the second half of 1874, but during the last three half years, a large increase has taken place in "troops and police" as will be seen later on.

The train mileage and earnings per mile were as follows:-

Half-year ended	Head mileage worked	Traffic train mileage	Average number of trains each way per day over the whole line	Per traffic train mile		
				Gross earnings	Expenses	Profits
				Rs.	P.	P.
30 th June 1874	858	967,850	3.116	3.056	1.903	1.153
31 st December 1874	858	957,623	3.032	3.079	2.065	1.014
30 th June 1875	858	1,048,134	3.375	3.071	2.108	0.963
31 st December 1875	858	1,079,625	3.419	2.974	2.138	0.836
30 th June 1876	858	1,009,094	3.231	3.060	2.226	0.834

As compared with the corresponding half of 1875, a decrease of upwards

upwards of 82,000 train miles occurred on the South West line, owing to the falling off in the special grain traffic from the North West District to Beypore. An increase of about 17,000 miles took place on the North West line. The earnings per train mile show a slight improvement over the preceding half-year, though they contrast unfavorably with 1871 and 1872, when the figures were Rs 3.538 and Rs 3.569 respectively.

4. Passenger traffic. The numbers of passengers, exclusive of troops and police, carried in each class were as follows:-

	First class	Second class	Third class	Fourth or Fifth class	Total
30 th June 1874. —	7,922	27,514	1,044,213	277,777	1,357,426
31 st December 1874. —	6,825	24,711	1,067,679	292,029	1,391,244
30 th June 1875. —	6,445	23,053	971,214	415,342	1,416,054
31 st December 1875. —	6,552	21,667	832,413	422,625	1,283,257
30 th June 1876. —	6,697	21,587	882,874	473,524	1,390,702

5. The receipts from each class will be found in the following table.

	First class	Second class	Third class	Fourth or Fifth class	Total
30 th June 1874. —	65,338	60,542	789,366	1,13,227	1,028,673
31 st December 1874. —	60,245	54,301	831,655	1,18,790	1,064,991
30 th June 1875. —	66,021	57,454	732,257	1,68,858	1,024,614
31 st December 1875. —	65,760	57,552	872,465	1,73,676	9,69,453
30 th June 1876. —	74,524	62,983	716,532	2,03,374	10,57,413

The results above shown appear to be satisfactory when the condition of the country is considered. The crops failed in some of the most important districts served by the Railway, and although cholera was not so prevalent as during the second half of 1875, the public health was generally indifferent. A considerable falling off is shown in the numbers attending the regular festivals.

The other items of coaching traffic are compared in

in the following table :-

	Police -including military baggage heros.	Passen- -gers -luggage -see 1875	Carria- -ges -see 1875	Cattle	Special trains
30 th June 1874.	57,101	19,408	41,332	49,652	72,487
31 st December 1874.	32,938	18,477	32,133	44,588	5,458
30 th June 1875.	73,764	20,158	40,165	57,525	26,569
31 st December 1875.	1,00,786	21,098	44,999	54,066	35,314
30 th June 1876.	82,684	24,424	46,739	52,650	11,268

As before remarked the earnings from "troops and police" during the last three half years have largely increased. The gradual increments in the other items are satisfactory. Goods traffic. Some particulars of the goods traffic are compared in the following table :-

Half-year ended	General merchandise				Military stores				Railway material			
	Tons lifted	Receipts Rs	Charge per ton	Ten miles	Tons lifted	Receipts Rs	Charge per ton	Ten miles	Tons lifted	Receipts Rs	Charge per ton	Ten miles
30 th June 1874.	171,768	150,973	8.74	27,146,092	10,423	2227	52253	1229	8984			
31 st December 1874.	194,601	157,175	8.10	29,321,213	10,527	1970	42363	1011	6030			
30 th June 1875.	177,328	180,089	9.12	34,225,167	10,149	2021	53944	233	1469			
31 st December 1875.	213,652	193,425	8.49	33,228,839	10,478	1539	4239	563	4049			

297
Compared with the corresponding period of 1875, there is an increase of 48,626 in the tonnage carried, and a decrease of Rs. 1,73,636 in receipts. Deducting the lake traffic for the Madras Harbour (66,965 tons, yielding Rs. 21,011) the result is a decrease of 18,339 in tonnage and of Rs. 1,94,647 in receipts. The ton mileage shows a decrease of 14.2 per cent; but the average receipts per ton per mile are somewhat higher than in preceding half-years.

The following table shows the increase and decrease in the chief commodities carried :-

Increase			Decrease		
	Tonnage	Receipts		Tonnage	Receipts
Gram	1926	10,509	Chillies	1799	25,564
Grains	669	13,022	Cotton	2316	18,022
Iron	622	11,741	Jaggery	1369	18,277
Salt	724	20,036	Paddy	2069	19,496
Seeds	1,409	20,803	Peggy	2335	21,158
Skins	2,609	53,082	Rice	16,048	2,04,932
Harbour materials	66,965	21,011	Timber	1566	10,003
S. & P. Rolling stock	999	11,126	Govt. Stores	570	17,349
	75,923	1,61,330		28,072	334,801

9. The causes of the fluctuations in the different commodities is fully explained in the Traffic Manager's report which will shortly be laid before Government, and need only be briefly noticed here. The most serious falling off occurred in rice.

In North Arcot this amounted to 21,655 tons, and in Salem and Coimbatore to 2496 tons; while, on the other hand, the figures for Malabar, the Great Indian Peninsula and South Indian Railways show an increase of 5,242 tons, and direct imports into Madras sent inland nearly 3,000 tons.

The falling off in Chillies is attributed to failure of crops in Salem, Coimbatore and Malabar. In raggy and pods, the largest decrease was in exports from Mysore. The smaller quantity of cotton carried is said to be due to a short crop. A larger proportion than usual found its way to Bombay.

10. There was a satisfactory increase in salt, seeds and skins.

In

31 15
In the first named this is due chiefly to larger consumption in Coimbatore and Malabar, while the export of earth and salt from the leased Districts also increased. The improved receipts from skins are due to large consignments from Bangalore and Delhi and stations on the Pajputana State Railway and from Bombay and stations on the Great Indian Peninsula Railway.

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

Half year ended.	Maintenance	Locomotive	Carriage and wagon	Traffic	General charges	Special and miscellaneous	Total
30 th June 1874	592,822	630,380	1,02,918	2,88,822	2,00,654	26,963	18,44,259
31 st December 1874	630,366	664,179	1,51,398	3,03,395	1,91,037	36,898	19,77,273
30 th June 1875	853,234	721,523	1,10,078	3,02,036	2,07,949	14,892	22,09,732
31 st December 1875	805,125	741,614	2,06,937	3,20,421	2,27,151	7,622	22,08,870
30 th June 1876	720,285	752,843	2,03,353	3,22,090	2,24,909	21,560	22,46,040

12. The total cost of Maintenance during the last half-year averaged Rs 140 per mile per annum, but the following items of extra expenditure must be deducted in order to arrive

arrive at the ordinary cost under this head:-	
Renewing with iron sleepers	12,258
between Pothanore & Palghat.	
Protective works. S. W. line.	18,366
do N. W. line.	10,651
Reconstruction of Cheyair bridge.	20,595
Pennair bridge repairs.	38,394
Doubling line between Perambare and Ambalaor.	8,094
Substitution of steel for iron rails.	1,429
Additional Works Charged to Revenue.	40,052
<u>Total</u>	<u>1,49,839</u>

being equivalent to Rs. 29 per mile per annum, and thus leaving a balance of Rs. 111 to represent the ordinary maintenance.

13. The expenditure in the Locomotive Department was the highest yet reached. The repairs to engines and tenders have been very extensive, the heaviest items being renewals of boilers and crank axles many of which had been at work from 15 to 17 years. Under "materials" the following

are

are the principal items:	
Boiler plates	Rs. 16,800
Crank axles	31,752
Axle brasses	4,788
Copper plates	5,698

14. The following table shows the quantities of fuel used per train mile and per engine mile for five half-years:-

	Total fuel consumed expressed in coal	Traffic train miles	Per traffic train mile	Engine miles	Per engine mile	Quantity of fuel in tons per engine mile
1874 - 1st half	15,792	967,850	36.55	1,264,024	27.98	30.6
2nd	15,682	957,623	36.68	1,270,493	27.65	32.7
1875 - 1st half	17,445	1,048,134	37.28	1,385,111	28.21	32.1
2nd	19,041	1,079,625	39.51	1,402,853	30.40	29.9
1876 - 1st half	18,216	1,009,094	40.44	1,358,750	30.10	34.3

1 ton of wood = 1 ton of coal.

It will be seen that the consumption per traffic train mile has increased nearly 4th while that per engine mile is 2th. This difference is due partly to the larger proportion of miscellaneous mileage during last half-year, when the consumption would appear to have been unusually

unusually heavy. The rate charged for coal was Rs 25 per ton.

15. The Carriage and Wagon Department shows an increase which will probably continue. A large number of vehicles, many of which are very old, passed through the shops during the past half year, the principal items under materials being:

Wheel tyres	Rs 32,873
-------------	-----------

Steel brasses	5,245
---------------	-------

Teak timber	24,555
-------------	--------

The accounts also include a debit of Rs 22,324 on account of 18 coke wagons which were broken up, the iron-work being returned to store.

16. The Traffic expenses have somewhat increased, notably under station staff, and lighting &c. due to the re-introduction of the night service on the North-West line.

17. The increase under special and miscellaneous is due to

35/4
to the inclusion of mileage of foreign stock formerly shown in abstract D.

18. The outstandings in the Traffic Department (vide Form N-16) include a sum of Rs 11,126 for haulage of South Indian rolling stock sold to the Director of State Railways. This bill has since been paid.

W. C. Carter AG, Captain
for Consulting Engineer for Railways

37
P.W.D.

16th Nov 76

No. 8307

19
39
RAILWAY DEPARTMENT.

CONSULTING ENGINEER'S OFFICE,

Madras 15th November 1876.

No.

561

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 of the Madras
Railway for the half-year ending
30th June 1876, together with a
note on the same.

I regret that these
accounts could not have been
forwarded at an earlier date:
some returns from England re-
quired for their completion were
received only towards the end of
last month.

3. The

3. The accounts of the
South Indian Railway will
follow in a few days.

I have the honour to be

Sir

Your most obedient servant

W. Cooke R.D. Captain
for Consulting Engineer for Railways

8019-5-76 ho 1260 with copy of
 Recd. Accts. }
 Lr to Home Govt No 58 18-6-76.
 8030-5-76 ho 1345
 " 18-7-76 " 1810.
 " 21-9-76 " 2528.
 Lr to Home Govt No 128 31-10-76.

P.W.D.
 16 NOV 76
 8307

Railway Dept
 47

The Most Honorable
 The Marquis of Salisbury
 Secretary of State for India.

My Lord Marquis.

We have the
 honor to forward
 herewith for your Lord-
 ship's information
 Copies of the Revenues
 Account of the
 Madras Railway Com-
 pany for the half
 year ending 30th June
 1876 together with our
 remarks thereon.

W. H.
 21.11.76

Notes of 4/10/76

No 474
 Cir: 21-11-76.

Submitting the
 account of the Madras
 Railway for the half
 year ending 30th June
 1876 together with our
 note on the same.

Dated 15th
 Received November 1876.

No. 561

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

From
 The Consulting Engineer
 for Railways,
 RAILWAY DEPARTMENT.

No 3172 Reg Public Works Department 21
43

PROCEEDINGS OF THE MADRAS GOVERNMENT.

UNDER date the 27 June 1876
Read the following:—

From the Comptroller:
for Railways { H.E. Do: 561 d/15th Nov. 1876

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

It is by the
Governor in Council
resolved to observe that
the working expenses
of the Madras Railway
continue to be unduly
high as compared with
the gross receipts. This
circumstance was
commented on when
the accounts for the
previous half year
came under review.
It was then shown
that the working ex-
penses amounted to
71.90 of the gross receipts.

For forwarding the Revenue
Accounts of the Madras
Railway for the half year
ending 30th June 1876.

8377

Cont. of 118701 *Madras*

PUBLIC WORKS.

To *1000 Rs. 100 paise*
Wage at
19/11/76
100 paise to 100 paise

Date
Lsd
Recd

End

G. O. 27/11/76 No. 3172
3173

100 paise

Revenue Account of the
Madras Railway for
1907-08 ending 31st March 1908
Ordered that the
be forwarded to the Govt
of India and to the Comptroller
of India -

100 paise