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MADRAS RECORD OFFICE

Government of Madras

Public Works DEPARTMENT

G.O. No.	3178-79	Press
B.P. No.		Mis.
Dated	28. 11.	18/6
		195

Not to be folded or roughly handled

*Proceedings of the Madras Government, Public Works Department,
28th November 1876. No. 3,179.*

No. 485. 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, 18th November 1876, No. 566 :—

I HAVE the honor to submit the accounts of the South Indian Railway for the half-year ending 30th June 1876, accompanied by the prescribed note thereon.

No. 486. ORDER THEREON, 28th November 1876, No. 3,178.

RAILWAY, No. 63.

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

(True Extract.)

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

No. 487. (DOCKET No. 3,179, dated 28th 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

SOUTH INDIAN RAILWAY.

No. I.

STATEMENT OF CAPITAL AUTHORIZED AND CREATED BY THE COMPANY AT
30TH JUNE 1876.

	CAPITAL AUTHORIZED.			CAPITAL CREATED OR SANCTIONED.			BALANCE.		
	Stocks and Shares.		Loans.	Stocks and Shares.		Loans.	Stock and Shares.		Total.
	£	s. d.	£	£	s. d.	£	£	s. d.	Unlimited.
The South Indian Railway Act 47 and 25 Vict. Cap. 112	3,500,000	0 0	3,800,000	3,213,755	7 0	425,000	538,214	19 0	Subject to sanction by Secretary of State in Council of India.
Exclusive of Capital not bearing interest.			Exclusive of Capital not bearing interest.						
Such amount as may be agreed upon by the Secretary of State in Council and the Company.—Clause 16 of Act.			Exclusive of Capital not bearing interest.						

No. II.

STATEMENT OF STOCK AND SHARE CAPITAL CREATED SHOWING THE PROPORTION RECEIVED.

	Amount Created.		Amount Received.		Amount Uncalled.	
	£	s. d.	£	s. d.	£	s. d.
Contract with the Secretary of State for India, dated 16th Dec 1873.	3,213,755	7 0	3,171,104	19 0	42,650	8 0
5 per cent. stock issued @ par	£ 1,026,613	7 0				
5 per cent stock issued @ 3 per cent premium	1,940,000	0 0				
4 per cent stock	£ 350,000	0 0				
Less converted into 5 per cent stock at 95	£ 102,893	0 0				
	247,107	0 0				
	£ 3,213,755	7 0				
CAPITAL NOT BEARING INTEREST.						
3 per cent on £ 1,940,000			£ 58,200	0 0		
On conversion of £ 102,893 0 0 4 per cent stock into £ 97,743-7-0 5 per cent stock to 30th June 1876.			5,144	13 0		
Difference between the equivalent of Rs. 13,319-10-0 (the Capital received in India) @ 1s. 10d. and 1s. 11d. per Rupee respectively			55	9 11		
	£ 63,400	2 11	3,277,155	9 11	3,234,505	1 11
					42,650	8 0

No. III.

CAPITAL RAISED BY LOANS AND DEBENTURE STOCK.

	Raised by Loans.		Raised by issue of Debenture Stock 4 per cent.		Total raised by Loans and Debenture Stock.	
	£	s. d.	£	s. d.	£	s. d.
Existing at 31st December 1875			£ 425,000	0 0	425,000	0 0
Existing at 30th June 1876			£ 425,000	0 0	425,000	0 0
Total amount sanctioned to be raised by loans and Debenture Stock in respect of Capital created as per Statement No. I.					£ 425,000	0 0
Total amount raised by Loans and debenture Stock as above					£ 425,000	0 0
Balance Available Borrowing Powers at 30th June 1876					Nil	

STATEMENT OF RECEIPTS AND EXPENDITURE ON CAPITAL ACCOUNT TO 30TH JUNE 1876.

[illegible]

NOTE.—Amount as per Form For Half-year
Add adjustments made on account of Exchange transactions prior to amalgamation—
Amount to be adjusted as per London Office Accounts.
Deduct Amount due to outstanding Home Payments.

Amount deducted in above sum of £22,419.3 appertaining to Stores Suspense Accounts, being transactions on these accounts dealt with in London Office and Indian Books in different Half-years.

No. V.

3

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

		Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.
								375,224	4 2
III.	LINES OPEN FOR TRAFFIC.					41,573	15 0		
	Construction of Line			10,657	0 0				
	1. Earthwork			17,579	1 9				
	2. Bridgework	112	6 2						
	I. Minor Bridges	17,466	11 7	6,913	5 3				
	II. Large Bridges			6,394	8 0				
	4. Level Crossings								
	5. Fencing								
IV.	Ballast and Permanent Way			9,426	9 2	9,765	4 3		
	1. Ballasting			338	11 1				
	2. Permanent Way								
V.	Stations and Buildings			30,562	2 11	127,933	7 5		
	1. Station and Offices			59,281	12 3				
	2. Workshops and Store Buildings			22,733	13 7				
	3. Staff Quarters			15,405	10 8				
	4. Station Machinery								
VI.	Electric Telegraph					572	14 1		
VII.	Plant			79,921	14 10	87,204	12 9		
	1. Locomotive			10,713	4 1				
	4. Station and Office Furniture			90,685	2 11				
				3,430	6 2				
	Less amount credited to Plant Engineering								
IX.	Maintenance					108,173	14 5		
								36	11 2
	LINES IN COURSE OF CONSTRUCTION					596,620	11 4	2,082,873	4 9
I.	Preliminary Expenses								
III.	Construction of Line			78,763	5 3				
	1. Earthwork			464,870	2 3				
	2. Bridgework	181,329	2 0						
	I. Minor Bridges	253,541	0 3	28,981	1 3				
	II. Large Bridges			24,003	2 7				
	4. Level crossings, &c.								
	5. Fencing								
IV.	Ballast and Permanent Way			36,827	11 10	973,922	13 10		
	1. Ballasting			987,095	2 0				
	2. Permanent Way								
V.	Stations and Buildings			60,105	13 8	115,886	7 2		
	1. Stations and Offices			13,112	13 1				
	2. Workshops and Store Buildings			8,045	12 8				
	3. Staff Quarters			34,621	15 9				
	4. Station Machinery								
VI.	Electric Telegraph					2,339	9 0		
VII.	Plant			67,616	14 4	69,478	3 2		
	1. Engineering			1,861	4 10				
	4. Station and Office Furniture								
X.	Establishment					303,109	0 8		
	1. Direction			38,568	1 7				
	2. Engineering			234,006	13 11				
	3. Locomotive			4,035	6 10				
	4. Telegraph			3,019	9 10				
	5. Stores			6,164	1 11				
	6. Audit and Accounts			8,553	4 4				
	7. Medical			8,166	10 3				
XI.	Contingencies					21,479	12 5		
	1. Direction			1,300	7 11				
	2. Engineering			18,014	13 10				
	4. Telegraph			1,224	15 0				
	5. Stores			295	0 7				
	6. Audit and Accounts			559	10 6				
	7. Medical			84	10 7				
	Working Stock			375,823	13 10			719,863	1
	Locomotive			344,059	12 5				
	Carriage and Waggon							3,177,981	

NOTE.—The following adjustments have been made in the Indian Books during the half-year to give retrospective effect to the alteration in the rates of exchange as required under Clause 2 of the South Indian Railway Company's Contract with the Secretary of State in Council for India, dated 16th December 1874, but are not taken to account in the above accounts.

Dr. Cr.

	Dr.		Cr.	
4,699	4	4	57,274	3
			292,577	11
			14,692	9
			4,649	4
			25,813	7
			42,671	3
4,699	4	4	437,673	11

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

	Total expenditure from commencement of operations to end of Half-year ending 30th June 1876.		FURTHER EXPENDITURE.			
			During Half-year ending 31st December 1876.		In subsequent Half years.	Total.
Lines open for Traffic for more than two years	128,79,450	0 5				
Conversion to Metre Gauge Trichinopoly to Erode					1,55,561 0 0	1,55,561 0 0
Nedamungalam Station additions.					20,000 0 0	20,000 0 0
General Stores building additions...			9,792 0 0			9,792 0 0
Large Bridge at 13 miles 78 chains..			6,242 0 0			6,242 0 0
Lines under construction and open less than two years—						
Preliminary Expenses	5,05,511	0 7	500 0 0			500 0 0
Construction of Line	31,32,479	0 0	7,29,972 0 0	31,25,612 0 0		38,55,584 0 0
Permanent Road	58,09,002	2 6	11,71,753 0 0	10,34,635 0 0		31,06,388 0 0
Station and Buildings	7,51,121	3 11	1,82,635 0 0	14,21,655 0 0		16,04,290 0 0
Electric Telegraph	78,786	0 2	20,000 0 0	67,937 0 0		87,937 0 0
Plant	4,19,659	2 11	51,436 0 0	3,52,024 0 0		4,03,510 0 0
Maintenance Capital	1,36,997	2 7	79,500 0 0	3,12,237 0 0		3,91,737 0 0
Establishment	27,05,887	6 11	2,16,268 0 0	2,48,870 0 0		4,65,138 0 0
Contingencies	1,67,430	12 0	6,000 0 0	40,472 0 0		53,472 0 0
Working Stock	40,41,721	8 0	8,75,000 0 0	4,40,536 0 0		13,15,536 0 0
Rs...	309,31,045	8 0	33,49,118 0 0	81,23,589 0 0		114,77,737 0 0

No. VII.
CAPITAL POWERS AND OTHER ASSETS AVAILABLE TO MEET FURTHER EXPENDITURE AS PER ACCOUNT No. VI-6

	£.	s.	d.
Share and Loan Capital authorized or created but not received	6,23,895	1	0
Balance at credit of Form IV	6,95,279	15	0
Total	13,24,174	19	0

PART II.
No. VIII.
SOUTH INDIAN RAILWAY.
REVENUE ACCOUNT FOR THE HALF YEAR ENDING JUNE 1876.

Dr.	EXPENDITURE.		Rs.	A. P.	EARNINGS.		Rs.	A. P.
To Maintenance of Way Works and Stations.....	(Abstract A)		33,868	8 8	By Coaching traffic...(Abstract H)...		575,963	4 0
„ Locomotive expenses.....	(Abstract B)		280,630	5 2	„ Goods traffic (Abstract I)...		320,958	1 11
„ Carriage & Waggon expenses	(Abstract C)		156,028	15 3	„ Electric Telegraph earnings		6,839	14 1
„ Traffic expenses..	(Abstract D)		71,012	5 2	„ Steam Boat earnings (Abstract J)...			
„ General charges ..	(Abstract E)		41,802	2 5	„ Sundries ... (Abstract K)...		36,272	14 7
„ Steam Boat Service	(Abstract F)							
„ Special & Miscellaneous expenditure ...	(Abstract G)		13,683	5 6				
			597,025	10 2				
„ Balance, net earnings			343,008	8 5				
Total.....			940,034	2 7	Total.....		940,034	2 7

ABSTRACT A.

MAINTENANCE OF WAY WORKS AND STATIONS.

	Rs.	A. P.	Rs.	A. P.
1st.—General Superintendence—			12,006	2 4
(1) Engineer's Salaries	4,984	2 0		
(2) Allowances of do. including travelling	535	0 0		
(3) Subordinate Superintendents...	4,095	0 0		
(4) Allowances of do. including travelling				
(5) Overtime allowances				
(6) Office Expenses	2,392	0 4		
2nd.—Maintenance and Renewal of Permanent Way—			22,703	10 7
(1) Wages	19,008	15 2		
(2) Materials	3,694	11 5		
3rd.—Repairs of Bridges, &c.—Wages and Materials.			1,223	7 9
(1) Bridges and Tunnels	752	8 1		
(2) Miscellaneous, including earthwork, roads, fencing, &c.	470	15 8		
4th.—Repairs of Stations and Buildings—Wages and Materials.			1,699	0 8
(1) Repairs of Buildings of every description, including Station yards and signals, but excepting Quarters of the Staff.	1,573	15 10		
(2) Repairs of Staff Quarters	125	0 10		
5th.—Maintenance by Contract.				
(1) Amount paid to Contractors				
(2) Materials supplied by the Company				
6th.—New Minor works			949	15 0
7th.—Unclassified Expenditure			1,617	1 3
(1) Plantations				
(2) Tools and Plant	639	5 4		
(3) Loss on Stores, &c.	942	8 5		
Keeping Saw pit clear of water	35	3 6		
Total...			40,199	5 7
Deduct. { Value of Stores returned to Stock			6,330	12 11
{ Sums chargeable to.....Fund				
Total...			33,868	8 8
Mean mileage maintained by Revenue.	Departmentally	By Contract	Total	
	M. Ch. L.	Miles.	M. Ch. L.	
Railway Line. { Double				
{ Single	183 14 91		183 14 91	
Siding	15 1 95		15 1 95	
Total single track, including sidings	198 16 86		198 16 86	

ABSTRACT B.
LOCOMOTIVE EXPENSES.

	Rs.	A. P.	Rs.	A. P.
1st.—General Superintendence—			20,304	13 6
(1) Salaries of Superintendents and Assistants.	6,529	5 8		
(2) Allowance of do. including travelling	337	8 0		
(3) Subordinate Superintendents	7,670	3 0		
(4) Allowances of do. including travelling	80	13 8		
(5) Overtime allowances				
(6) Office expenses	5,686	15 5		
2nd.—Running expenses (wages connected with the working of Locomotive Engines)—			35,052	0 9
(1) Wages of Drivers and Fireman	23,799	6 0		
(2) Overtime allowances	6,878	5 6		
(3) All labour connected with fuelling, cleaning and looking after engines in yards	3,191	13 9		
(4) Contingent expenses including clothing and travelling expenses	1,182	7 3		
3rd.—Fuel—			86,320	5 11
(1) Coal Tons. 4,220, Cwt. 9, qts. 0, lbs. 0.				
(2) Coke do.				
(3) Patent fuel do.	6,153	7 10		
(4) Wood do. 1,085, 1, 0, 26.			8,436	8 4
4th.—Water [including Wages and Stores]—			3,842	11 3
5th.—Oil, Tallow and other Stores [Expended on Engines in Work]—			74,790	13 5
6th.—Maintenance and Renewals of Locomotive Engines and Machinery—				
(1) Wages	8,083	13 1		
(2) Overtime allowances.	1,396	4 3		
(3) Materials	a 65,310	12 1		
7th.—Payments to other Lines—				
(1) For Haulage of trains			56,883	0 0
8th.—Unclassified Expenditure—				
Loss on Stores, &c.	56,583	0 0		
Reward for passing Examination in Vernacular	300	0 0		
Total...			280,630	5 2
Deduct. { Credits received for work done in Workshop for other Departments.				
{ Value of Stores returned to Stock				
{ Sum chargeable to Fund				
Total.....			280,630	5 2

a—Includes Rs. 50,000 reserved for thoroughly repairing Broad Gauge Locomotives.
b—Loss on Locomotives sold to the Panjab Northern State Railway.

ABSTRACT C. CARRIAGES AND WAGGON EXPENSES.

	Rs.	A. P.	Rs.	A. P.
1st.—General Superintendence—			2,170	14 8
(1.) Salaries of Superintendents and Assistants.	630	12 1		
(2.) Allowances of do. including travelling.	27	8 0		
(3.) Subordinate Superintendents.	852	3 5		
(4.) Allowances of do. including travelling.	8	15 7		
(5.) Overtime allowances.				
(6.) Office expenses.	531	7 7		
2nd.—Repairs and Renewals of Vehicles and Machinery—			12,900	8 3
Coaching Vehicles ... (1) Wages.	2,061	10 7		
(2.) Overtime.	70	14 8		
(3.) Materials.	2,952	1 5	5,084	10 8
Goods Vehicles ... (1) Wages.	2,765	3 3		
(2.) Overtime.	132	12 7		
(3.) Materials.	4,917	13 9	7,815	13 7
3rd.—Cleaning Carriages and Waggon and Oiling—			5,081	2 10
(1.) Labour including wages of Oilers, Carriage Cleaners and Examiners.	3,311	15 1		
(2.) Stores including oil, grease, and other stores for consumption on running vehicles.	1,769	3 9		
4th.—Unclassified Expenditure—			135,888	0 0
Loss on Stores, &c.	135,848	0 0		
Expenditure in connection with fitting electric communication to train.	40	0 0		
Total...			156,040	9 9
Deduct ...				
{ Credits received for work done in Workshops for other Departments, &c.				
{ Value of Stores returned to Stock.	11	10 6	11	10 6
{ Sum chargeable to Fund.				
Total...			156,028	15 3

a.—Loss on Goods vehicles sold to the Punjab Northern State Railway.

ABSTRACT D. TRAFFIC EXPENSES.

6

	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.
1st.—Salaries, Wages, &c.—			9,962	1 1	57,156	5 10
(a.) General Superintendence—						
(1.) Traffic Manager, Assistant Manager, District Superintendents, and Traffic Canvassers... ..	7,164	0 0				
(2.) Office Establishment.	1,947	11 1				
(3.) Travelling allowances.	830	14 0				
(4.) Contingencies.	19	8 0				
(b.) Station Staff—			41,551	10 5		
(1.) Station Masters, Clerks, Porters, Pointsmen, Gate-keepers of Level-crossings, Signal-men, Station servants, &c.			5,642	10 4		
(c.) Train Staff—						
(1.) Guards and Assistant Guards.	5,488	6 8				
(2.) Overtime allowances.	154	3 8				
2nd.—Fuel, Lighting and General Stores.					3,599	10 3
(1.) Fires, lights, water and general stores for Carriages, Stations, Offices, &c.			2,881	5 2		
(2.) Waggon covers, ropes, &c.			167	9 11		
(3.) Office and Station fittings and furniture.			550	11 2		
3rd.—Clothing.					1,893	8 0
4th.—Printing, Stationery and Tickets.					5,217	14 11
5th.—Charges for Delivery and collection of Goods, &c.					633	9 0
6th.—Miscellaneous Expenses.					3,043	5 2
7th.—Payments to other Lines.			3,043	5 2		
(1.) Traffic expenses at joint stations.						
8th.—Unclassified Expenditure.						
Loss on Stores, &c.						
Total...					71,094	5 2
Deduct ...						
{ Value of Stores returned to Stock.						
{ Sum chargeable to Fund.						
{ Value of two Tarpaulins destroyed by Fire, transferred to Fire Insurance Fund.					82	0 0
Total...					71,012	5 2

ABSTRACT E.
GENERAL CHARGES.

1st.—Home Expenditure—		Rs.	A. P.	Rs.	A. P.
(1) Directors and Secretary or Managing Director	...			7,305	7 6
(2) Auditors and Accountants.	...				
(3) Consulting Engineer and Inspecting Officers' fees and travelling allowances	...				
(4) Office expenses.	...				
2nd.—Salaries of Indian Management including Officers.				21,432	13 6
	Salaries.	Travelling Allowances.	Contingencies.		
	Rs. A. P.	Rs. A. P.	Rs. A. P.		
(1) Agent's Office	6,59 12 0	47 13 2			
(2) Auditor's "					
(3) Accounts' "	12,11 4 4	25 15 11			
(4) Paymaster's "					
(5) Store Department	3,62 0 11	8 10 10			
(6) Medical "	92 2 0	18 1 6			
(7) Rents of Buildings and Lands			22,820	12	
(8) Furniture, fittings, and other Miscellaneous expenses			737	3 3	
(9) Printing and Stationery			730	8 6	
(10) Medicine			62	5 1	
3rd.—Police.					
(1) Supervision					
(2) Constables					
(3) Contingencies					
4th.—Advertising (All Advertisements of all Departments)					
5th.—Electric Telegraph				597	14 10
(1) Salaries of Superintendents and Assistants.			7,057	2 7	
(2) Signallers					
(3) Travelling expenses.			5,722	4 5	
(4) Office expenses, Contingencies					
(5) Maintenance, Wages and Stores			1,133	2 2	
(6) Government Telegraph Department for Rent, Maintenance and Inspection.			176	11 5	
6th.—Clearing Accounts with other Lines					
7th.—Unclassified Expenditure					
Loss on Stores			2,521	12 0	
Expenses connected with Fire Engines					
do. attendant on the journey of H. R. H. The Prince of Wales over the line			2,521	12 0	
Total..				41,892	2 5
Deduct. { Value of Stores returned to Stock					
{ Sum chargeable to Fund					
Total..				41,892	2 5

ST F.
SERVICE.

		Rs.	A. P.	Rs.	A. P.
Working Vessels—					
(1.)	Salaries and allowances of Officers and Crews	...	...	...	...
(2.)	Loading and unloading vessels	...	...	...	...
(3.)	Pilotage fees	...	...	...	...
(4.)	Contingencies	...	...	...	...
Repairs—					
(1.)	Wages	...	...	...	...
(2.)	Materials	...	...	...	...
Fuel—					
(1.)	Fueling Establishment and fueling vessels.	...	...	...	...
(2.)	Coal	Tons.	...	...	...
(3.)	Coke	"	...	...	...
(4.)	Patent Fuel	"	...	...	...
(5.)	Wood	"	...	...	...
Miscellaneous Stores—					
Steam Traffic Agencies—					
(1.)	Salaries including Establishment.	...	...	...	...
(2.)	Contingencies.	...	...	...	...
Miscellaneous Expenditure—					
(1.)	Cost of victualling Passengers.	...	...	...	...
(2.)	Registry fees.	...	...	...	...
(3.)	Loss on Stores...	...	...	...	...
(4.)	Sundries.	...	...	...	...
		Total...			
Deduct. { Value of stores returned to Stock		...	...	...	...
{ Sum chargeable to Fund		...	...	...	...
		Total...			

ABSTRACT G.
SPECIAL AND MISCELLANEOUS EXPENDITURE.

	Rs.	A. P.	Rs.	A.
1st.—Law Charges—			13	2 6
2nd.—Compensation—			619	2 1
(1.) For Goods lost or damaged	612	10 1		
(2.) For personal injury				
(3.) For other claims	6	8 0		
3rd.—Rates and Taxes (including Municipal Water rates)—			673	6 5
4th.—Interest on Revenue balances—				
5th.—Payments to other lines—			12,377	10 6
(1.) Hire of Locomotives				
(2.) Hire of Vehicles				
(3.) Mileage of Foreign Stock	8,653	9 0		
(4.) Rent of stations, &c., jointly occupied	4,289	1 0		
Total...			13,683	5 6
Deduct—Sum chargeable to Fund				
Total...			13,683	5 6

ABSTRACT H.
COACHING TRAFFIC.

No. X.

COACHING FARES.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																			
Mileage (Single fares... { Return.	FIRST CLASS.						SECOND CLASS.						THIRD CLASS.						FOURTH CLASS.						TOTAL.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																										
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	No.			Amount.			No.			Amount.			No.			Amount.			No.			Amount.			No.			Amount.			No.			Amount.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																	
	Rs.	A.	P.	Rs.	A.	P.	Rs.	A.	P.	Rs.	A.	P.	Rs.	A.	P.	Rs.	A.	P.	Rs.	A.	P.	Rs.	A.	P.	Rs.	A.	P.	Rs.	A.	P.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																					
1st — Passengers—																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																			

* Equal to 210 single journeys.

Season Tickets		* Equal to 210 single journeys.		Ton Miles		15,884		4,408		15 0	
2nd. — Passenger's Luggage—				551		75		6 0			
3rd. — Military Baggage—											
4th. — Carriages, Horses, Dogs, &c.—		No...		121		1,391		3 0			
(1.) Carriages				338		2,769		5 0			
(2.) Horses				876		728		3 0			
(3.) Dogs, &c.						4,883		11 0			
5th. — Military Carriages, Horses, &c.—											
(1.) Carriages				1		9		8 0			
(2.) Horses				12		1		10 0			
(3.) Dogs, &c.						11		2 0			
6th. — Parcels—		Ton Miles.		36,553		13,929		13 0			
7th. — Special Trains		Train Miles		849		4,060		0 0			
8th. — Miscellaneous						46		0 0			
9th. — Post Office—											
(1.) Haulage and hire of Post Office Vehicles		{ No. of Vehicles									
		{ Mileage of									
(2.) Special Trains				Train Miles...							
(3.) Parcels.				Ton Miles		101		15 6			
				Total.		575,963		4 0			
				Less outstandings irrecoverable ..							
				Total...		575,963		4 0			

ABSTRACT I.

GOODS TRAFFIC.

GOODS TRAFFIC.

	Number of tons lifted.	Rate per ton per mile.	Ton miles.	Amount.	
		Pies		Rs	P
1st - Merchandise General --					
Special	21,354.12	8.00	21,44,801	6,431.15	0
1st Class	43,614.22	11.71	32,70,555	203,605.14	1
2nd Class	...	...	...	...	...
3rd Class	...	...	...	...	...
4th Class	61,419	22.41	58,412	6,816.50	0
5th Class	63.41	51.52	6.11	1,641.30	0
Total	71,545.94		55,80,622	304,555.19	1
2nd - Military Stores --	256.33	27.40	24,630	4,092.80	0
3rd - Railway Materials for construction	10,092.72	5.60	38,477.8	11,351.15	0
4th - Coal --					
(1.) For the Public					
(2.) For the Company (construction only)					
Total Minerals					
Total Goods	81,894.99		59,92,830	319,210	1
5th - Stores carried free for Revenue --	4,566.25	NIL	1,43,937	NIL	
6th - Live Stock --			No.		
(1.) Horses			5	16	5 0
(2.) Cattle			382	768	7 0
(3.) Sheep, &c.			2,019	204	3 0
Total			2,356	984.15	0
7th - Military Live Stock --					
(1.) Horses			10	32	10 0
(2.) Cattle					
(3.) Sheep					
Total			10	32	10 0
8th - Rents and Drainage, Wharfage, Storage, &c. --					
9th - Interest on outstanding Bills --					
10th - Miscellaneous					
Total				320,958	111
Less outstanding irrecoverable...					
Total				320,958	111

ABSTRACT J.
TEAM BOAT EARNINGS.

STEAM BOAT																																																																					
CABIN.				1ST CLASS DECK.			2ND CLASS DECK.			3RD CLASS DECK.			TOTAL.																																																								
No.		Amount.		No.		Amount.		No.		Amount.		No.		Amount.																																																							
	Rs.	A.	P.		Rs.	A.	P.		Rs.	A.	P.		Rs.	A.	P.																																																						
1st.—Passengers.																																																																					
2nd.—Live Stock																																																																					
3rd.—Baggage																																																																					
4th.—Carriages																																																																					
5th.—Merchandise																																																																					
<table><tr><th colspan="3">QUANTITY.</th><th colspan="6">AMOUNT.</th></tr><tr><th>Up.</th><th>Down.</th><th>Total.</th><th colspan="2">Up.</th><th colspan="2">Down.</th><th colspan="2">Total.</th></tr><tr><th>Tons.</th><th>Tons.</th><th>Tons.</th><th>Rs.</th><th>A. P.</th><th>Rs.</th><th>A. P.</th><th>Rs.</th><th>A. P.</th></tr><tr><td colspan="9">1.—General</td></tr><tr><td colspan="9">2.—Govt. Stores</td></tr><tr><td colspan="9">Total...</td></tr></table>																QUANTITY.			AMOUNT.						Up.	Down.	Total.	Up.		Down.		Total.		Tons.	Tons.	Tons.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	1.—General									2.—Govt. Stores									Total...								
QUANTITY.			AMOUNT.																																																																		
Up.	Down.	Total.	Up.		Down.		Total.																																																														
Tons.	Tons.	Tons.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.																																																													
1.—General																																																																					
2.—Govt. Stores																																																																					
Total...																																																																					
6th.—Towing Vessels																																																																					
7th.—Sundries																																																																					
														Total																																																							
														Less outstandings irrecoverable...																																																							
														Total...																																																							

No. X.—(continued)

ABSTRACT K. SUNDRIES.

Interest on Revenue balances deposited with Government

Hire of Locomotives

„ of Vehicles

Mileage of Vehicles over Foreign Lines

Rent of Stations, &c., jointly occupied

Clearing accounts with other Lines

Tolls on Bridges

Rents of Dwelling Houses

Rents of Refreshment Rooms

Fees on share transfers, &c.

Profits of Workshops for work done for State Railways, &c.

Sale of unclaimed and damaged goods

Unpaid or unclaimed salaries

Sale of Revenue stores

1. Maintenance

2. Locomotive

3. Carriage and Waggon

4. Traffic

5. General

Miscellaneous Receipts

Amount.		
Rs.	A.	P.
5,237	13	3
21,349	2	5
6,780	33	8
1,657	11	38
286	15	3
79	3	10
329	4	7
351	14	5
36,272	14	7
36,272	14	7

Total ..

Less outstanding irrecoverable ..

Total..

No. XI.

FIRE INSURANCE STATEMENT.

Cr.

To Expenditure during the Half-year as

per Abstract D, being the value of

Tarpaulins burnt and damaged

To Balance on hand on the 30th

June 1876

Govt. Securities

Uninvested Cash in

Bank...

By Balance on hand on 1st Janu-

ary 1876

By Interest realized on Government

Security

Rs.

A. P.

Rs.

A. P.

102,140

14 5

102,140

14 5

No. XII.

STATEMENT OF ROLLING STOCK FOR THE HALF YEAR ENDING 30TH JUNE 1876.

DESCRIPTION.	1	2	3	4	5	6	7	8	9	10	11
	Total stock authorized.	Total stock constructed against the authorization up to the last day of the previous half-year.	Addition to stock during the half-year.	Reduction of stock.	Total stock on the list at the end of the half-year.	Actual stock in running order on the last day of the half-year.	No. of Vehicles repaired during the half-year.	No. of Vehicles renewed during the half-year.	No. of Vehicles undergoing or awaiting repairs on the last day of the half-year.	No. of Vehicles undergoing or awaiting renewals on the last day of the half-year.	Average number undergoing repairs and renewals at any one time.
BROAD GAUGE.											
Tank	3	1	...	...	...	...	...	...	...	...	...
Passenger	...	...	...	...	...	...	...	...	...	...	...
Goods	...	...	...	...	...	...	...	...	...	...	...
Total	21	21	...	...	...	...	...	...	...	...	...
Coaching Vehicles.											
Sleeping Carriages	...	...	...	...	...	...	...	...	...	...	...
Saloon	...	...	...	...	...	...	...	...	...	...	...
First Class	...	...	...	...	...	...	...	...	...	...	...
Composite	...	...	...	...	...	...	...	...	...	...	...
Second Class	...	...	...	...	...	...	...	...	...	...	...
Third do.	...	...	...	...	...	...	...	...	...	...	...
Horse Boxes	...	...	...	...	...	...	...	...	...	...	...
Carriage Trucks	...	...	...	...	...	...	...	...	...	...	...
Passenger Brake Van	...	...	...	...	...	...	...	...	...	...	...
Total	55	55	...	...	...	...	...	...	...	...	...
Goods Vehicles.											
Covered Goods Waggon	...	...	...	...	...	...	...	...	...	...	...
High sided do.	...	...	...	...	...	...	...	...	...	...	...
Open Goods do.	...	...	...	...	...	...	...	...	...	...	...
Cattle Vans	...	...	...	...	...	...	...	...	...	...	...
Timber Trucks	...	...	...	...	...	...	...	...	...	...	...
Coke Waggon	...	...	...	...	...	...	...	...	...	...	...
Ballast do.	...	...	...	...	...	...	...	...	...	...	...
Salt Vans	...	...	...	...	...	...	...	...	...	...	...
Powder Vans	...	...	...	...	...	...	...	...	...	...	...
Goods Brake Van	...	...	...	...	...	...	...	...	...	...	...
Total	333	333	...	...	...	...	...	...	...	...	...

5 Composite Carriages
 1 Composite Carriage
 2 Second Class Carriages converted into
 1 Third Class Carriage converted into

3.5th 1st Class 12 seats.
 2.5th 2nd Class 18 seats.
 3.5th 1st class 10 seats.
 2.5th 2nd class 20 seats.
 1 Post Office.
 1 Second class.
 1 Post Office.
 1 Second class.

Sold to the Punjab Northern State Railway.

METRE GAUGE.											
Tank	4	3	1	...	4	4	...	...	6	...	3 450
Passengers	...	...	...	...	...	...	...	...	...	...	...
Goods	...	...	...	...	...	...	...	...	...	...	...
Total	82	35	31	...	66	60	104	...	6	...	3 450
Coaching Vehicles.											
Royal Saloon Carriages	3	3	...	...	3	3	...	...	3	...	793
Saloon	...	...	...	...	13	10	24	...	...	...	107
First Class	...	...	...	...	9	9	3	...	...	...	223
Composite	...	...	...	...	7	7	8	...	...	...	080
Second Class	...	...	...	...	116	116	32	...	...	...	005
Third Class	...	...	...	...	11	11	4	...	...	...	...
Horse Boxes	...	...	...	...	3	3	...	...	...	...	...
Post Office Vans	...	...	...	...	4	4	...	...	...	...	...
Carriage Trucks	...	...	...	...	24	22	32	...	...	...	...
Passenger Brake Vans	...	...	...	...	...	...	...	...	...	...	...
Total	283	135	55	...	190	185	103	...	...	...	1-232

No. XII.—(continued.)

DESCRIPTION.	1	2	3	4	5	6	7	8	9	10	11
	Total stock authorized.	Total stock constructed against the authorization up to the last day of the previous half-year.	Addition to stock during the half-year.	Reduction of stock.	Total stock on the list at the end of the half-year.	Actual stock in running order on the last day of the half-year.	No. of Vehicles repaired during the half-year.	No. of Vehicles worked during the half-year.	No. of Vehicles undergoing repairs or awaiting repairs on the last day of the half-year.	No. of Vehicles undergoing repairs or awaiting repairs on the last day of the half-year.	Average number under repair during the half-year.
METRE GAUGE—(Contd.)											
Goods Vehicles.											
Covered Goods Waggon	589	273	109	...	333	333	103	...	113	...	1389
High-sided do.	229	116	47	...	153	153	...	...	...	...	217
Open Goods low sided	89	37	31	...	67	67	...	...	...	...	738
Cotton Trucks	100	...	32	...	32	32	...	...	...	...	359
Powder Vans	3	...	1	...	1	1	...	...	...	...	309
Timber Trucks	27	21	3	...	24	24	...	...	...	...	155
Ballast Waggon	159	94	33	...	139	139	...	...	...	...	158
Salt Vans	49	10	1	...	11	11	...	...	...	...	...
Goods Brake Vans	16	11	2	...	13	13	...	...	...	...	...
Five-ton travelling Crane	2	1	...	...	1	1	...	...	...	...	...
Total	1227	563	297	...	869	817	211	...	43	...	3223

Composite Carriages... { First Class (centre) 2 Seats 9.
Second Class (each) end 1 each. Seat 3 each.

Passenger Brake Van... { 1 Post Office, 1 Passenger, 1 Luggage
Compartment, 1 Guard's Brake Van.

ARCONUM AND CONJEVERAM SECTION.
Gauge 3 Ft. 6 In.

Engines.											
Tank ...	4	4	...	...	4	4	...	4	...	...	0.35
Passengers	...	...	...	...	...	...	...	...	...	...	...
Goods	...	...	...	...	...	...	...	...	...	...	...
Total	4	4	...	...	4	4	...	4	...	...	0.35
Coaching Vehicles.											
Sleeping Carriages	...	...	...	...	...	...	...	...	...	...	...
Saloon	...	...	...	...	...	...	...	...	...	...	...
First Class	3	3	...	...	3	3	...	2	...	...	0.05
Composite	4	4	...	...	4	4	...	...	...	...	...
Second Class	6	6	...	...	6	6	...	3	...	...	...
Third Class	20	20	...	...	20	20	...	11	...	...	...
Passenger Brake Vans	3	3	...	...	3	3	...	...	...	...	...
Total	36	36	...	...	36	36	...	16	...	...	...
Goods Vehicles.											
Covered Goods Waggon	...	...	...	...	...	...	...	...	...	...	...
High-sided do.	...	...	...	...	...	...	...	...	...	...	...
Open Goods low sided	40	40	...	...	40	40	...	33	...	...	12
Cattle Vans	...	...	...	...	...	...	...	...	...	...	...
Powder Vans	...	...	...	...	...	...	...	...	...	...	...
Timber Trucks	...	...	...	...	...	...	...	...	...	...	...
Coke Waggon	...	...	...	...	...	...	...	...	...	...	...
Goods Brake Vans	...	...	...	...	...	...	...	...	...	...	...
Total	40	40	...	...	40	40	...	34	...	...	12

No. XIII.
MILEAGE STATEMENT.

	Double Lines.	Single Lines.	Total.	Sidings.
	Miles.	Miles.	Miles.	Miles.
Lines owned by Company, sanctioned not commenced	...	...	...	...
" " under construction	...	219	219	19
" " constructed and not worked	...	...	...	...
" " and worked by Company.	...	398	398	28
Total	...	617	617	47
Lines worked by Company—				
Its own	...	398	398	28
Foreign	...	...	...	...
Total	...	398	398	28
Foreign Lines worked over by Company	...	1	1	...

No. XIV.
STATEMENT OF TRAIN MILEAGE.

	No.	Estimated Locomotive expenses.
	Miles.	Rs.
Train miles run for Traffic Department	267,969	215,122
" " from Locomotive Department.	1,205	967
" " Maintenance	2,116	1,699
Total	271,290	217,788
Hours of assisting Engines	H. M.	Rs.
" of Shunting and piloting	28 26	307
" Miscellaneous	12,688 2	58,062
"	2,415 33	4,473
"	15,132 1	62,842
Total Cost Rupees		280,630

No. XV.
STATEMENT OF AUDITED SALARIES.

	Capital.		Revenue.		Total.	
	Rs.	A.P.	Rs.	A.P.	Rs.	A.P.
Home Expenditure ...	28,757	5 9	7,375	7 6	36,032	13 3
Engineering Department ...	234,093	13 11	12,006	2 4	246,099	0 3
Locomotive Department ...	1,055	6 19	2,170	11 8	3,225	3 0
Carriage and Waggon Department ...	9,800	11 10	6,612	9 2	16,412	1 1
Traffic ...	8,558	4 4	12,116	4 3	20,674	8 7
Agency ...	6,161	1 11	3,333	11 2	9,494	13 8
Audit and Accounts ...	8,155	10 3	1,007	2 6	9,162	13 9
Stores ...	3,019	0 10	6,889	7 2	9,908	1 0
Medical ...						
Electric Telegraph ...						
Police ...						
Total ...	303,109	0 8	51,179	10 11	354,288	11 7

No. XVI.
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 Govt. Treasury during the half-year ...	901,276	10 5	434	5 6	901,710	15 11
" " " the month of July ...	36,129	2 3	0	7 0	36,129	9 3
" " " of August ...	2,054	10 3	53	6 10	2,107	1 1
" " " of September ...	97	4 6	0	0 0	97	4 6
" " " of October ...	97	15 2	72	1 1	169	6 3
" " " of November ...						
" " " of December ...						
Total ...	939,946	10 7 1	506	4 5	940,452	15 0

Less working expenses of half-year as per Revenue Account ...

Deduct guaranteed interest paid or payable on Capital ...

Moiety due to Shareholders ...

Balance outstanding at date of submission of account—

Due from Construction Account
" Government ...
" Public Companies and Traders ...
" Foreign Railway ...
" Traffic Department ...
" Steam Boat Service ...
" Sundries ...

Total ...

Balance net profits ...

Surplus profits ...

* Half-year ending 31st December 1874.
1875.

Signed/James Smith
Chief Auditor.

Signed/William D. Belts
Agent.

Examined and found correct.

Signed/R. H. Williams
Dy. Govt. Examiner of Railway Accounts.

Approved and passed.

M. M. Stewart
Consulting Engineer for Railways.

No. XVII.
NET REVENUE ACCOUNT.

	£.	s.	d.		£.	s.	d.
To Guarantee Interest payable to the Secretary of State for the half-year as under—				By Net Profits of the half-year as per Form XVI—	22,021	7	4
Consolidated Stock at 5 per cent.	72,324	19	10	" Balance (being interest on the total Capital raised in excess of the net earnings of the lines opened for traffic.)	55,609	17	5
2,892,999-12-0...							
Shares of £20 each not fully paid up at 5 per cent. ...	1,388	0	0				
do. do. do. ...	4,221	12	0				
Consolidated Stock at 4 per cent ...	273,832	0	0				
Debenture Stock at 4 per cent ...	425,000	0	0				
Total ...	88,531	4	9	Total ...	88,531	4	9

P.W.D.
 20176
 1876

Note on the Revenue Account of the
 South Indian Railway for the half-
 year ending 30th June 1876. 1/2

1. The general results of working for
 the last five half-years are compared
 in the following table:-

Half-year ended-	Gross earnings	Expens- -diture	Net Revenue	Per- centage of Expens- -diture to Receipts	Receipts per open mile per week
	Rs	Rs	Rs		Rs
30 th June 1874	464,549	2,92,307	1,72,242	62.92	96.72
31 st December 1874	505,197	2,97,371	2,07,826	58.86	103.47
30 th June 1875	4,79,384	2,32,748	2,46,636	48.55	99.81
31 st December 1875	5,99,097	2,86,652	3,12,445	47.85	90.86
30 th June 1876	9,40,034	5,97,026	3,43,008	63.51	90.61

The earnings during the past half year,
 considering the length of line newly
 opened on which the traffic has not
 yet fully developed, may be regarded
 as satisfactory. The mileage receipts
 are about the same as during the
 preceding

preceding half-year, notwithstanding
 an additional average length of 148
 miles worked. The expenses appear
 at first sight to be high, but in-
 clude a debit of Rs 1,92,341 on account
 of loss on rolling stock sold to the
 Director of State Railways. This
 sum represents the difference between
 the original cost ^{and} off the selling price,
 which under the ruling contained
 in paragraph 4 - of G.O. letter 15th
 March 1871, No. 193 A-Q, should be debited to
 the Revenue account. Deducting the
 above amount, the working expenses
 are reduced to Rs 4,04,595; equivalent
 to 43.04 percent of the gross earnings.
 The "maintenance" has of course been
 light; but under "Locomotive" is inclu-
 ded a sum of Rs 50,000 for putting in
 good order the broad gauge engines
 which have been allowed to fall
 into disrepair in view to the
 conversion

Proceedings of
 Government 30th
 March 1871 No.
 946.

conversion of gauge which has been
 so long under discussion. For this
 purpose Rs 1,00,000 will probably be re-
 quired, and it is proposed to divide
 this equally between the two halves of
 the current year.

2. The earnings under coaching and
 Goods were as follows:-

Half-year ended	Coaching		Goods		Total
	Amount	Gross miles per week	Amount	Gross miles per week	
	Rs	Rs	Rs	Rs	Rs
30 th June 1874 —	255,466	53.19	1,96,173	40.84	4,57,639
31 st December 1874 —	283,751	58.12	2,08,065	42.61	4,91,816
30 th June 1875 —	255,503	53.20	2,10,239	43.77	4,65,742
31 st December 1875 —	310,361	47.04	253,000	38.35	5,63,361
30 th June 1876 —	575,963	55.52	320,958	30.94	8,96,921

The mileage receipts from coaching
 compare favourably with those of
 previous half-years, being considerably
 above the average. The falling off
 in goods is due to the absence of
 development in the newly opened
 sections,

sections, but every endeavour is being made by low rates and simplicity of classification to popularise the railway in this respect. It will be remembered that, owing to the non-completion of the goods sheds, goods traffic was not undertaken at several of the principal stations till some months after the Madras - Tuticorin section of the line was opened.

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

Half-year ended.	Mean mileage worked	Average number of trains each way per day	Per train mile			
			Gross earnings	Expenses	Profits	
30 th June 1874.	185 $\frac{3}{4}$	152,608	2.269	3.044	1.915	1.129
31 st December 1874	185 $\frac{3}{4}$	162,852	2.382	3.102	1.826	1.276
30 th June 1875	185 $\frac{3}{4}$	154,593	2.299	3.101	1.566	1.595
31 st December 1875	251	190,461	2.062	3.146	1.505	1.641
30 th June 1876.	399	267,969	1.045	3.508	2.228	1.280

The

The most striking feature in this table is the increase in receipts per train mile. The average number of trains run was less than in previous periods, as there was only one regular train each way on the Southern Extension. This would appear to have filled very well; and, considering the number of extra trains which are now found necessary, it is in contemplation to start a second regular train over some parts of the new line.

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

Half-year ended	Number of Passengers				Average number of passengers per mean mile worked			
	1 st class	2 nd class	3 rd class	Total	1 st class	2 nd class	3 rd class	Total
30 th June 1874.	1,422	7,792	724,816	736,030	7.7	41.9	3912.9	3962.5
31 st December 1874	1,384	7,296	767,054	775,634	6.9	39.3	429.5	475.7
30 th June 1875	1,408	7,642	736,415	745,465	7.6	41.1	394.5	403.2
31 st December 1875	2,158	16,101	724,541	802,798	8.6	64.1	3125.7	3198.4
30 th June 1876.	3,561	30,260	1306,130	1339,941	8.9	75.6	3270.5	3358.2

5. The

see 5. The receipts from each class
ma will be found in the following table:-

Half-year ended	Receipts from Passengers				Average receipts from passengers per mean mile worked			
	1st class	2nd class	3rd class	Total	1st class	2nd class	3rd class	Total
30 June 1874	Rs 3,537	Rs 7,072	Rs 226,432	Rs 237,031	Rs 19.0	Rs 38.7	Rs 1219.1	Rs 1276.2
31 December 1874	4,035	7,086	259,660	270,781	21.7	38.2	1377.9	1457.8
30 June 1875	3,957	6,872	227,571	238,340	21.3	37.0	1224.8	1283.1
31 December 1875	5,425	9,610	246,072	261,107	21.6	38.3	1060.1	1120.0
30 June 1876	5,977	17,862	57,927	71,766	22.5	44.6	1398.1	1365.2

3. In the first and second classes the
numbers per mile have increased, con-
-sequent on the reduction of fares in
1st September 1875 from 12 and 5 pice to 8
and 3 pice per mile. In the third
class the number per mile, though in-
creasing that of the preceding half
year, falls short of the average for
the old line. The receipts, however,
appear to show that the average length
of journey has considerably increased.

b. The other items of coaching
traffic

16
traffic are compared in the following
table:- 17

Half-year ended	Traffic including military baggage & horses	Passen- ger luggage	Cargoes horses &c.	Parcels	Special Trains
	Rs	Rs	Rs	Rs	Rs
30 June 1874	1,435	2,207	2,403	7,260	5,093
31 December 1874	1,911	1,828	2,653	6,210	332
30 June 1875	3,061	2,290	2,737	7,126	1,900
31 December 1875	7,260	2,628	5,164	10,103	4,042
30 June 1876	3,819	4,409	4,889	13,930	4,060

7. The goods traffic may be thus
compared:-

Half-year ended	General merchandise				Military stores		Railway materials	
	Tons lifted	Receipts Rs	Average receipts per ton per mile	Tons lifted	Receipts Rs	Tons lifted	Receipts Rs	
30 June 1874	50,539	16,442	3.313	30,329	12,606	13	136	
31 December 1874	57,275	18,775	3.280	37,632	10,710	15	163	
30 June 1875	52,396	18,749	3.451	33,837	10,778	32	348	
31 December 1875	53,963	22,756	4.165	40,666	10,534	42	692	
30 June 1876	71,546	30,456	4.257	53,022	10,479	256	4,003	

The quantity of merchandise booked
per mile of line has fallen from 308
tons in the second half of 1874 to 179 tons,
and

and this is accounted for in para-
graph 1. The average mileage of
goods has however considerably increased.

8. Enhanced receipts were de-
rived from nearly all commodities;
but the following are the items in
which the most notable increase oc-
curred, as compared with the corre-
sponding half of 1875:-

	Increase in tonnage Tons	Increase in receipts Rs.
Salts _____	1,167	9,401
Curry stuff _____	1,771	13,503
Grain _____	7,157	37,007
Oil and ghee _____	534	4,455
Oil-cake _____	1,144	6,016
Seeds _____	2,829	16,939

The decrease in receipts from rail-
way materials is due to the in-
sufficient lead for the northern ex-
tension, which is reached from
Vestamungalam and Tanjore.

9. The

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

Half year ended	Main- tenance	Pass- enger	Carriage & Wagon	Traffic	General	Special and misc- ellaneous	Total
30 June 1874	Rs 60,505	Rs 123,097	Rs 29,887	Rs 44,030	Rs 28,930	Rs 5858	Rs 2,92,307
31 December 1874	61,031	136,733	26,405	45,093	27,263	843	2,97,371
30 June 1875	37,051	104,375	14,248	46,758	26,894	1,419	2,32,748
31 December 1875	41,278	121,027	15,268	61,942	44,906	2,231	2,86,652
30 June 1876	33,869	286,630	156,029	71,012	41,862	13,684	5,97,026

Under "Locomotive" is included Rs 50,000
to provide for repairs of the broad gauge
engines, and Rs 56,583 on account of
locomotives sold. In the Carriage
and wagon Department Rs 135,846 is
entered as loss on rolling stock sold.
The increase in the Traffic Depart-
ment is due to the larger mileage
worked. Under "Special and Misc-
ellaneous" is now included the
expenditure on hire of foreign stock
and "expenses at joint stations,"
which formerly found a place
in

in the Traffic expenses.

W. Walker R.E., - Captain
for Consulting Engineer for Railways.

RAILWAY DEPARTMENT.

CONSULTING ENGINEER'S OFFICE,

MADRAS, 18th November 1876.

No. 566

19

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 South Indian Railway for the half year ending 30th June 1876, accompanied by the prescribed note thereon.

I have the honour to be

Sir,

Your most obedt. servant

W. Walker

R.E. Captain

for for. Engineer for Railways

8.0.19 May /76. No. 1261
 Despatch No. 5 of 1876
 18 July /76 - No. 1873
 2 Aug /76 - 1915
 16 Oct /76 - 94 Disg.

P.W.D.
 20 NOV 76
 No. 427

To
 The Most Honble
 the Secretary of State
 for India
 My Lord Marquis

We have the honor to
 forward herewith the
 Capital and Revenue Ac-
 counts of the South Indian
 Railway for the half year
 ending 30 June 1876 in
 compliance with the request
 contained in your Lordship's
 despatch to the address of
 the Government of India
 No. 16 dated 4 March 1875.

W.M.

No. 485

Cin 23-11-76

Submitting the
 accounts of the South
 Indian Railway for
 the half-year ending
 30 June 1876 together
 with the notes thereon.

Dated 18th
 Received
 1876
 Encl. No. 586

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

From
 The Consulting Engineer
 for Railways,
 RAILWAY DEPARTMENT.

No 3178

Public Works Department.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

UNDER date the 28 Nov 1876

Read the following:—

From the Comptroller of Railways (H.E. No 566 of 18 Nov 76)

Ordered to be for-
warded to the Government
of India and the Secretary
of States.

Rece'd No. 3179 of 28 Nov 1876

No 3179

Copy of the above
forwarded to the Govern-
ment of India.

Forwarding Capital
& Revenue Accounts of the
South Indian Railway
for the half year ending
30th June 1876.

Comptroller of Railways 2/12/76 - 13-12-76

8427

Dept. of Madras
PUBLIC WORKS.

The Commr. of Madras

29/11/62

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Rev.

Let.

G. O. No. 103. 435

3178
3179

103. 435

103. 435

Forwarding letter from
the Commr. of Madras
submitting the ^{Capital & 3} Revenue
Accounts of the South
Indian Railway for the
half year ending 30th June
1876.

^{Capital & 3}
Revenue Accounts of the
South Indian Railway.

Letter from the Commr. of Madras
for forwarding the —
for the half year ending
30th June 1876, ordered to
be forwarded to the Govt.
of India & the Secy. of
State.