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MADRAS RECORD OFFICE.

Government of Madras.

Public Works DEPARTMENT.

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Not to be folded or roughly handled

*Proceedings of the Madras Government, Public Works Department,
21st February 1877. No. 575.*

No. 492. Read the following Proceedings of the Government of India, Public Works Department, (Account—Guaranteed Railways), dated Fort William, 5th February 1877, Nos. 35—41 A—G.R. :—

SYNOPSIS of transactions of Guaranteed Railways to end of the year 1875.

Read again—

Public Works Department Resolution Nos. 3—9 A—G.R., dated 5th January 1876.

Read also—

Note by Lieutenant-Colonel J. J. McLEOD INNES, v.c., R.E., Accountant-General, Public Works Department, on the synopsis of transactions of Guaranteed Railways to end of 31st December 1875, No. 1,088-R, dated 1st November 1876.

I BEG to lay before the Government of India a synopsis of transactions of the Guaranteed Railways to the end of the year 1875.

2. The form which accompanies this Note contains some additional particulars, not entered in the returns of the two preceding years. The additions made by me are the following :—

I.—Three columns to show the Capital subscribed during the year.

II.—The same for the Capital withdrawn during the year.

III.—A column to set forth the balance of unspent Capital in the treasury to the credit of the Railway Companies.

IV.—A column to exhibit the amount charged to construction during the year.

V.—A column to bring out the net fluctuations in the stores stock during the year.

VI.—The amount of guaranteed interest paid in England and India has been given separately.

3. These additions appear to me to be improvements in the form employed during the past two years, and if the Government of India should concur in this opinion, I would suggest that orders may be issued to the Local Governments and Consulting Engineers concerned to adopt the changes in future returns.

4. Before proceeding to point out the differences existing between the Government and the Railway Companies' accounts, which I am still unable to reconcile, I propose to notice briefly the main facts brought out in the present synopsis.

Subscribed Capital.

5. During the year a reduction—only temporary however—occurred of the subscribed Capital of the East Indian Railway Company. Its amount on the 31st December 1875 was £1,230,006. It was caused by the circumstance that on certain debenture stock of the Railway Company falling due, the payment of them was, for the time, met by an advance by the Secretary of State to the Railway Company. In the following month, January 1876 £1,000,000 were repaid by the Railway Company to the Secretary of State from moneys obtained by the issue of fresh debentures, and further small sums were paid into the treasury by the Railway Company in subsequent months, and the balance, no doubt, will all be soon repaid.

6. The Capital of the Madras Railway has been augmented by £117,662, and including this addition the unspent balance to the credit of the Railway Company amounts to £208,458.

7. The remaining transactions under subscribed Capital are for comparatively small sums.

8. The total amount of Capital received up to 31st December 1875 is £94,060,544, which sum bears guaranteed interest, amounting to £4,641,977, in the proportions exhibited in the table below:—

Railway.	CAPITAL BEARING INTEREST AT					Premium on Stock.	Discount on Stock.	Total Capital received.
	4 per cent.	4½ per cent.	4½ per cent.	4½ per cent.	5 per cent.			
East Indian, Main Line..	£ 440,000	£ 1,096,400	£ 1,683,450	£ ..	£ 22,949,049	£ 160,165	£ ..	£ 26,329,064
Line " Jubbulpore	..	..	..	..	£ 3,197,015	£ 43,249	£ ..	£ 3,240,264
Eastern Bengal	381,980	..	..	..	2,300,882	2,288	36,578	2,685,150
Madras	..	..	500,000	1,000,000	8,774,212	9,898	..	10,284,110
South Indian	..	..	425,000	275,461	2,896,990	62,064	..	3,659,505
Bombay, Baroda and Central India	200,000	..	..	..	7,595,600	35,387	..	7,830,987
Great Indian Peninsula..	2,744,359	..	..	..	20,504,622	229,602	225,891	23,478,583
Oudh and Rohilkund	1,469,889	..	..	..	4,000,000	3,352	30,111	5,473,241
Scinde, Punjab and Delhi.	..	..	..	..	11,075,237	4,403	..	11,079,640
Total ..	5,236,228	1,096,400	2,408,450	1,275,461	83,293,607	550,408	292,580	94,060,544

Capital withdrawn.

9. The great bulk of the Capital expenditure during the year has been on the following Railways:—

South Indian	£ 794,531
Scinde, Punjab and Delhi	372,594
Oudh and Rohilkund	175,188

10. The expenditure on the South Indian Railway will be readily understood, as it has large lengths of line under construction.

11. The expenditure on the Scinde, Punjab and Delhi Railway is due to the adjustments of the cost of the flood damage repairs of 1871 and 1872, which had been previously charged to Revenue, but was reversed by order of the Secretary of State; the Capital portion of the damages was adjusted by debit to Capital in 1875.

12. The Oudh and Rohilkund Railway being a line which, though recently opened through its entire length, is still deficient in many necessary works, a considerable amount of Capital expenditure on it is to be expected.

CAPITAL OUTLAY.

Construction Account.

13. My remarks under Capital withdrawn explain the cause of the large debits made to construction account during 1875 on the—

South Indian Railway...	£ 654,951
Scinde, Punjab and Delhi Railway	264,810
Oudh and Rohilkund Railway	228,245

14. The expenditure debited to construction during the year on the Great Indian Peninsula Railway was also heavy, amounting to Rupees 13,08,314 = £119,929. For a Railway which has been open for traffic many years this expenditure appears unusually large. Captain LeBreton, the Government Examiner, says on this point:

"Although the construction expenditure of the Great Indian Peninsula Railway does appear for a line so long open to traffic comparatively high, it must be borne in mind that the system was in the first instance but imperfectly equipped; that it is only in recent years that the line was opened to its present length (about one-third being opened since 1870), and that

these circumstances, together with the development of traffic that has taken place, are features which are not perhaps presented by any other line in India.

"The new Boree Bunder terminus and the further expenditure on some of the works enumerated below will, for some time to come, cause considerable debits to the Capital Account of the line."

15. The bulk of the construction expenditure on the Great Indian Peninsula Railway during 1875 was incurred on the undermentioned works:—

Additional 8th sleeper under every 24 feet rail	RS. 3,57,000
Parell Locomotive workshops	2,28,000
Additions in reconstruction of bridges and viaducts	1,58,000
Locomotive and carriage accommodation at Khundwah	1,40,000
Lanowlee reservoir	1,06,000
Engineering and surveying expenses in connection with the Parell works, Lanowlee reservoir	64,000
Sewjee and Buldee Nullah Bridges	51,000
Parell Staff bungalows	45,000
Traffic accommodation, Khundwah	35,000
Pitching banks with dry stone between Nos. 24 and 29	34,000
Colaba cotton sidings	26,000

Total ... 12,44,000

Capital locked up in Stores.

16. There has been a very satisfactory reduction during the year in the amount of Capital locked up in stores. The stock has been diminished on seven Railways in the aggregate by Rs. 45,10,074 = £418,731. On the other two Railways the stores stock has been largely enhanced, viz:—

Scinde, Punjab and Delhi Railway...	RS. 11,01,252
South Indian Railway	13,72,391

Total increase ... 24,73,643

17. The stores transactions on these two lines are, however, exceptional.

18. On the Scinde, Punjab and Delhi Railway extensive issues were made in former years for the flood damage restoration works, consisting principally of permanent-way materials and girders employed for sinking wells for the construction of bridges. These materials were returned into stock and brought on the books in 1875. There was also a stock-taking of the stores, which resulted in materials which were discovered to be in excess of the book stock being brought on the books to the value of nearly 6 lakhs of Rupees.

19. The chief items of stores, which have caused the increase to the Capital invested in stores, are given below:—

Scinde, Punjab and Delhi Railway.

Stores returned to stock from flood damage repair works, consisting of rails, girders, &c.	RS. 5,15,000
Stone and kunkur returned from restoration works	58,000
Permanent-way materials returned from Rajaghat siding (abandoned)	73,000
Value of surplus stores found on stock-taking, details as per schedule attached	5,90,000

Deduct amount of stock increased during the year as shown ... 12,33,000
11,01,000

Difference ... 1,35,000

20. This difference represents the amount by which the value of the stores stock was reduced during the year, if the exceptional receipts of stores above detailed are excluded.

South Indian Railway.

23. The increase to stores on the South Indian Railway is as follows:—

	RS.
Bridge-works	2,99,000
Level-crossings	5,000
Stations and buildings and station machinery	1,82,000
Telegraph material	6,000
Plant	76,000
Rolling-stock	873,000
Bricks, stone and chunam	1,58,000
	15,99,000

Deduct—

Reduction in stock of permanent-way materials and other adjustments	2,27,000
	13,72,000

24. The largest diminution in the stock which has been effected has occurred on the Great Indian Peninsula Railway to the extent of Rupees 18,29,240.

25. But notwithstanding these results, much larger reductions will have to be made before the stores stock of the Railways are brought to within anything like the limits assigned for Capital to be locked up in stores. As Government is aware most of the Railways are largely overstocked with surplus stores; and the following table shows what the excess stood at on the 31st December 1875:—

Railway.	Limit assigned.	Stock in hand.	Excess.
	Lakhs.	Lakhs.	Lakhs.
East Indian, Main Line	40	99	59
" Jubbulpore Line	5	8½	3½
Eastern Bengal	22½	33½	11
Madras			
South Indian	Not yet fixed.	(a) 67½	Under construction.
Bombay, Baroda and Central India	21½	41½	20½
Great Indian Peninsula	63	115½	52½
Oudh and Rohilkund	12½	12½	Nil.
Scinde, Punjab and Delhi	30	61½	31½
Total	194½	(b) 372½	178½

(a.)—Not included in the total.

(b.)—Does not include South Indian Railway amount.

26. The Oudh and Rohilkund Railway is the only line of which the stock has been brought down to the limit; the rest of the lines are enormously overstocked, on an average to the extent of nearly twice the amount of their requirements.

27. The question of the speedy absorption of the surplus stores in hands of the various Guaranteed Railways is a most important one. The Capital employed in it is really State money which, besides being locked up unprofitably, is being converted into a permanent loss by the stores undergoing deterioration and decay.

28. Whether these stores be consumed or be otherwise got rid of, or whether they are permitted to become entirely worthless, the loss, whatever it may be, wholly devolves on the State; the Railway Companies under our peculiar connection with them lose nothing.

29. This matter of surplus stores has attracted the attention of Mr. Juland Danvers, and I may be permitted to quote from his last annual report (for 1875-76):

"There are large accumulations of Railway stores in possession of all the Railway Companies stores which are to a great extent not wanted by the particular Companies holding them, and some of which are unserviceable. At Mooltan acres of ground were covered with iron-bowl sleepers belonging to the Scinde, Punjab, and Delhi Railway Company. They had been there for years, and a State Railway close by had just been constructed with wooden sleepers. The time has arrived when the question how such surplus stores should be dealt with may properly be decided. Some systematic plan should be agreed upon for reducing the present stocks and relieving the Capital invested in them."

30. In February of the present year the Government of India issued the following order:—

"The Governor-General in Council is pleased to direct that in submitting in future for the sanction of the Government of India indents for stores to be obtained from England for Guaranteed Railway Companies, a certificate from the Consulting Engineer should also be furnished, stating that the stores required cannot satisfactorily be obtained from the surplus stores of any other of the Guaranteed Railways in India."

31. But if any decided impression is to be produced on these extensive accumulations of surplus stores with the smallest loss, some more energetic and systematic measures will have to be adopted for their riddance. The active, hearty co-operation of the Railway Companies is essential, and I would beg to suggest that the Secretary of State should be addressed on the subject with this view, and in order also to have some definite course of action decided on at an early date.

SUSPENSE OUTLAY.

32. The amount of Capital outlay under suspense (column 22) does not appear to require any notice, excepting in the case of the Oudh and Rohilkund Railway. The amount outstanding on this line is nearly Rupees 18,88,000, the largeness of which is due to the inclusion in it of the expenditure on construction account incurred without sanction of Government. The unauthorized construction expenditure to end of December 1875 amounted to Rupees 16,49,546. The question of the adjustment of this expenditure is now under the consideration of the Government.

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REVENUE ACCOUNT.

33. The following statement shows the loss to Government on the working of the Railways during the year 1875 :—

Railway.	Net profits after deducting payment on account of moiety of surplus profits and contribution to Provident Fund.	Guaranteed interest for the year.	LOSS TO THE STATE.		
			Amount.	Per open mile.	Per cent. of guaranteed interest.
	RS.	RS.	RS.		
East Indian, Main Line ...	1,56,95,340	1,44,08,867	12,86,473	1005 25	8 93
" Line " Jubbulpore					
" Line	8,48,334	17,40,463	8,92,079	3986 94	51 25
Eastern Bengal	11,56,422	14,37,465	2,81,043	1781 56	19 55
Madras	19,13,333	55,43,066	36,29,733	4230 45	63 48
South Indian	5,58,645	18,47,608	12,88,963	5912 67	69 76
Bombay, Baroda and Central India	28,84,830	42,30,187	13,45,357	3126 91	31 80
Great Indian Peninsula	1,05,01,016	1,24,80,448	19,79,402	1563 20	15 86
Oudh and Rohilkund	11,10,735	25,91,093	14,80,358	2718 74	57 13
Scinde, Punjab and Delhi.	21,94,030	60,41,038	38,47,008	5798 05	63 67
Total ...	3,68,62,765	5,03,20,235	1,34,57,470	2385 33	26 74

34. The East Indian Railway, Main Line, is the only undertaking that has more than repaid its guaranteed interest for the year. A loss has resulted on all the rest; this loss in the cases of the Jubbulpore Line of the East Indian Railway, the Madras, the Oudh and Rohilkund, the Scinde, Punjab and Delhi, and South Indian Railways amounting to more than half the amount of guaranteed interest paid to them.

Unexplained differences.

35. No reply has yet been received from the India Office to the observations made, and the differences pointed out, on the synopsis of the two previous years of 1873 and 1874.

36. The following are the differences for 1875 between the accounts kept by Government of the Guaranteed Railways and those published by the Railway Companies in their half-yearly reports to the shareholders :

East Indian, Main Line.

The Capital subscribed according to the Railway Company's account is	£.
And according to the synopsis	26,416,840
	26,329,064
Difference	87,776

37. This difference appears to represent money received by the Railway Company from fresh debenture-holders, referred to in paragraph 5 of this Note, not paid into the treasury on 31st December 1875.

Capital overdrawn.

38. The amount of Capital overdrawn by the Railway Company's published account is	£.
According to the Government accounts	754,028
	753,726
Difference	302

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Which is made up thus—

I.—An item of	£.	s.	d.
II.—Less several small items, since adjusted	316	1	8
	14	0	0
	302		

Item I is a portion of the amount of loss in working the Jubbulpore Line in 1869 paid by the Board of Directors of the Railway Company into the London Treasury in April 1875, and which the Secretary of State credited to the Main Line Capital Advance Account, but the Board of Directors have apparently not made corresponding entries in their accounts.

MADRAS RAILWAY.

39. Subscribed Capital as per report	£.
As per Secretary of State's account	10,784,950
	10,284,110
Difference	500,840

Some debenture stock of the Railway Company appears to have fallen due towards the close of the year, and withdrawals were made by the Railway Company from the Secretary of State to meet these payments. This would account for the difference, fresh debentures being raised and paid into the Government treasury subsequent to the close of the year.

SOUTH INDIAN RAILWAY.

40. The Board of Directors of this Railway Company does not publish separate balance sheets for Capital and Revenue for its combined accounts (English and Indian). For the combined accounts a general balance sheet is published in which the Capital and Revenue transactions are mixed up. I would suggest that the Secretary of State should be asked to request the Board of Directors to publish separate balance sheets for the Capital and Revenue books, and not to mix up both classes of transactions in one statement.

BOMBAY, BARODA, AND CENTRAL INDIA RAILWAY.

41. In my notes on the synopsis of the preceding years I alluded to the omission of Capital balance sheets from the published reports of the Directors of the Bombay, Baroda, and Central India Railway. The balance sheet is now given for the first time in the half-year ending December 1875.

According to this statement, the unspent balance of Capital in hands of the State is shown as	£.
But by the Government accounts the balance is	59,899
	69,296
	9,397

The cause of this difference is not known in India, and can only be ascertained by reference to England.

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ODDH AND ROHILKUND RAILWAY.

Capital subscribed.

42. In submitting to Government the synopsis of 1874, I pointed out an unexplained difference of £2,121 in the amount of Capital subscribed as entered in the published report of the Railway Company and in the India Office monthly return respectively. This difference still exists, but the following explanation of it was given by the Directors of the Railway Company to their Agent in India in June last:—

“The difference of £2,121 between Capital shown in the India Office return and that shown in the Railway Company's reports to December 1874 consists of Miscellaneous receipts included in expenditure prior to the guarantee, as explained in the correspondence with the India Office which took place on the agreement of the interest accounts. The amount is included in the item of Miscellaneous receipts in the report referred to, and the whole item being now under adjustment, the amount of £2,121 will in future be shown separately.”

43. The Capital balance sheet of the Railway Company published in the report for the half-year ending 31st December 1875 gives as the—

Balance of Capital in hands of the Secretary of State the	£
amount of	199,414
But according to the Government accounts the balance is	187,502

Difference ... 11,912

I am unable to say to what cause this difference is owing. An explanation should be requested from England.

SCINDE, PUNJAB, AND DELHI RAILWAY.

44. The differences pointed out last year in the accounts of the Scinde, Punjab, and Delhi Railway were—

In the Capital subscribed	£
... ..	37
“ ” withdrawn	188

These differences still exist.

45. Recently the Board of Directors of the Railway Company forwarded a copy of the remarks made by the Auditors in England on the accounts of the second-half of 1875, which, in my opinion, refers to the above-mentioned differences:

“A communication from the Secretary of State has been brought under our notice in which some unimportant differences between this Company's published statements and the books of the Government of India are pointed out. As these differences do not affect the integrity of the accounts, and it would be a task of almost endless labor to ascertain where and how the differences arose, we recommend that adjusting entries should be made to bring the Company's books and published statements into agreement with the books of the Government of India.”

Guaranteed Interest.

46. The amount of guaranteed interest paid to end of 1875 shown in the synopsis, which is based upon advices received from the Secretary of State, does not correspond in most instances with the sums shown in the published reports of the Boards of Directors of the several Railway Companies. The reconciliation of the differences should be made in England. Last year I remarked that “the total interest advanced to the Guaranteed Railways should be verified at the India Office. When this is once done, there will be no difficulty in checking future returns.”

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47. The discrepancies in the guaranteed interest requiring reconciliation are as under:—

RAILWAY.	INTEREST TO 31ST DECEMBER 1875.			
	As per Synopsis.	As per Reports	Difference.	
			More.	Less.
East Indian, Main Line	£	£	£	£
“ ” Jubbulpore Line	22,418,685	22,414,800	3,885	
Eastern Bengal	1,675,157	1,677,483		2,326
Madras	7,137,517	Not shown.		
South Indian	1,448,013	1,448,013		
Bombay, Baroda, and Central India ...	4,888,575	4,968,405		79,830
Great Indian Peninsula	14,152,514	Not shown.		
Oudh and Rohilkund	1,369,979	1,355,087	14,892	
Scinde, Punjab and Delhi	6,099,788	5,506,303	593,485	
Total	59,190,228			
Total, excluding Madras and Great Indian Peninsula	37,900,197	37,370,091	612,262	82,156

48. The published reports of the Madras and Great Indian Peninsula Railways do not give the amount of interest advanced from the commencement as is done by the other Railways, and I would suggest that this omission should be rectified in future.

SCINDE, PUNJAB, AND DELHI RAILWAY.

Schedule of Stores found surplus on Stock-taking and brought to Account in June 1875.

Excess.	Amount.	Deficient.	Amount.
	RS. A. P.		RS. A. P.
Bellows	713 13 0	Beams	2,061 2 0
Bridge iron-work	52,546 7 10	Charcoal	2,059 8 10
Castings, brass and iron	1,427 5 4	Cotton	670 0 0
Chains, iron	1,211 10 0	Communication	566 0 4
Clothing, water-proofs, &c.	671 9 0	Carriage trimmings	1,626 6 0
Composition for tarpaulins	1,047 10 0	Fencing materials	5,577 11 4
Copper	8,426 11 3	Fire-bricks	2,188 9 9
Cranes	1,702 4 7	Glass	1,011 2 7
Carriage and wagon iron-work	45,985 8 9	Grease	1,078 2 0
Tip wagon iron-work	4,768 1 6	Hinges	956 9 8
Carriage fittings, brass	1,778 7 2	Iron	3,221 5 4
Durries	831 9 7	Steam pile-driving hoist	4,180 0 0
Fire-wood	85,893 8 3	Mills, oil, complete	7,187 7 1
Gates, complete, and fittings	11,576 7 1	Miscellaneous	5,513 3 0
Iron roofings, pipes and castings	30,534 5 7	Paint	1,687 7 8
Lead	568 2 10	Phowrahs	1,067 10 1
Lime, kunkur	662 14 0	Slates, roofing	1,634 14 0
Locks	973 5 11	Solders, plumbers	1,993 7 2
Locomotive engine fittings	66,631 3 8	Stationery (error in book-keeping)	4,776 13 1

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Synopsis of Transactions of Guaranteed Railway Companies from the Commencement of Operations to the end of 1875.

Synopsis of Transactions of Guaranteed Railway Companies from the Commencement of Operations to the end of 1875.																														
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31
MILEAGE.			Railways.	CAPITAL SUBSCRIBED.						CAPITAL WITHDRAWN.						Balance of Capital in the Government Treasury to meet further expenditure.	ON CONSTRUCTION ACCOUNT.		CAPITAL OUTLAY.				REVENUE ACCOUNT FOR 1876.						GUARANTEED INTEREST FOR 1875.	
Open for Traffic.	Mean length open during 1875.	Under construction on 31st December 1875.		DURING 1875.			TO END OF 1875.			DURING 1875.			TO END OF 1875.				During 1875.	To end of 1875.	ON STORES.		Surplus (Capital Advance Account).	Total.	Gross earnings.	Working expenses.	Net earnings.	Net profits.	Contributions to Provident Fund.	Surplus profits.	In England.	In India.
				In England.	In India.	Total.	In England.	In India.	Total.	In England.	In India.	Total.	In England.	In India.	Total.				During 1875.	To end of 1875.										
In Indian Currency.			RS.	RS.	RS.	RS.	RS.	RS.	RS.	RS.	RS.	RS.	RS.	RS.	RS.	RS.	RS.	RS.	RS.	RS.	RS.	RS.	RS.	RS.	RS.	RS.	RS.	RS.	RS.	RS.
1,279 1/2	1,279 1/2	..	East Indian Main Line	1,34,18,247	..	1,34,18,247	28,36,51,647	35,74,504	28,72,26,151	15,05,091	17,09,899	2,04,808	11,72,29,036	17,82,19,581	29,54,48,617	82,22,466	5,38,576	28,59,61,728	4,99,768	94,63,382	23,507	29,54,48,617	2,73,78,170	1,05,06,056	1,68,72,114	1,68,02,701	63,000	20,88,723	1,42,98,915	1,09,952
223 1/2	223 1/2	..	Do. Jubbulpoor Line	1,44,166	..	1,44,166	3,52,64,717	83,618	3,53,48,335	..	3,75,011	2,04,808	22,02,705	3,50,97,507	3,73,00,212	19,51,877	18,740	3,68,33,623	3,91,219	4,49,920	16,669	3,73,00,212	20,18,725	11,70,840	8,47,885	8,48,384	..	..	17,36,282	4,181
157 1/2	157 1/2	..	Eastern Bengal	21,818	..	21,818	2,91,12,697	1,79,846	2,92,92,543	3,81,583	3,75,011	3,75,011	1,50,62,762	1,84,58,673	3,35,21,435	42,28,892	2,83,715	3,26,95,611	1,45,769	8,72,352	46,608	3,35,21,435	32,27,127	20,73,615	11,53,512	11,56,422	..	..	14,26,345	11,120
853	858	..	Madras	12,83,585	..	12,83,585	11,21,90,291	..	11,21,90,291	9,24,519	8,26,782	97,737	5,05,52,275	5,93,63,921	10,99,16,196	22,74,095	3,90,203	10,63,19,341	3,81,783	33,69,512	2,27,380	10,99,16,196	64,29,752	45,18,601	19,11,151	19,13,333	..	..	55,43,066	..
283 1/2	218	334	South Indian	..	..	..	3,81,72,820	13,320	3,81,86,140	56,67,306	26,23,451	82,90,757	2,21,85,733	1,26,61,933	3,42,47,666	39,38,474	68,34,275	2,74,44,261	13,72,391	67,55,150	48,232	10,78,481	10,78,481	5,19,400	5,59,081	5,58,645	..	..	18,47,608	..
430 1/2	430 1/2	..	Bombay, Baroda, and Central India	6,393	..	6,393	8,51,92,524	2,36,425	8,54,26,949	4,60,037	7,93,138	3,33,101	4,01,52,013	4,45,20,979	8,46,72,992	7,55,957	3,95,582	8,06,59,861	6,25,342	41,76,173	1,63,043	8,46,72,992	63,86,783	34,75,021	29,11,762	29,17,199	..	64,738	42,27,772	2,411
1,266 1/2	1,266 1/2	..	Great Indian Peninsula	..	..	..	25,17,03,205	44,26,785	25,61,29,990	25,89,413	31,52,681	5,63,268	11,59,39,063	13,37,42,209	24,96,81,272	64,48,718	13,08,314	23,80,65,876	18,29,240	1,15,85,233	30,163	24,96,81,272	2,15,24,577	1,01,75,859	1,13,48,718	1,12,85,617	..	15,69,142	1,23,44,981	1,35,467
544 1/2	544 1/2	..	Oude and Rohilkund	375	..	375	5,04,88,223	42,44,192	5,47,32,415	4,84,422	12,67,462	17,51,884	2,35,10,912	2,93,46,480	5,28,57,392	18,76,023	22,82,452	4,96,99,416	6,36,953	12,69,984	18,87,992	6,28,57,392	27,51,243	16,42,745	11,08,498	11,10,735	..	..	25,48,010	43,083
663 1/2	663 1/2	..	Scinde, Punjab, and Delhi	..	..	..	11,99,27,858	9,40,945	12,08,68,803	6,25,353	35,89,306	40,64,659	5,28,23,993	6,18,41,287	11,46,65,280	62,03,523	28,88,835	10,83,23,093	11,01,252	61,69,568	1,72,704	11,46,65,280	65,12,372	43,19,311	21,93,061	21,94,030	..	..	60,13,113	27,925
5,706 1/2	5,641 1/2	334	Total	1,19,61,910	..	1,19,61,910	1,00,57,03,982	1,36,99,635	1,01,94,03,617	1,25,37,724	2,90,923	1,28,28,647	43,96,58,492	67,26,52,570	1,01,23,11,062	70,92,555	1,49,40,692	96,60,02,792	20,36,431	4,41,11,274	21,96,996	1,01,23,11,062	7,73,07,230	3,84,01,448	3,89,05,782	3,87,87,066	63,000	37,22,603	4,99,86,092	3,34,139
In English Currency at the contract rate of Exchange.			£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£
1,279 1/2	1,279 1/2	..	East Indian Main Line	1,230,006	..	1,230,006	26,001,401	327,663	26,329,064	137,967	156,741	18,774	10,745,995	16,336,795	27,082,790	753,726	49,369	26,213,117	45,812	867,477	2,155	27,082,790	2,509,666	963,055	1,546,611	1,540,248	5,775	191,466	1,310,734	10,079
223 1/2	223 1/2	..	Do. Jubbulpoor Line	13,215	..	13,215	3,232,599	7,665	3,240,264	..	34,376	34,376	201,915	3,217,271	3,419,186	178,922	1,718	3,376,4	1,528	41,243	1,528	3,419,186	185,050	107,327	77,723	77,723	..	..	159,169	353
157 1/2	157 1/2	..	Eastern Bengal	2,000	..	2,000	2,668,664	16,486	2,685,150	..	25,830	25,830	1,380,763	1,692,045	3,072,798	387,648	26,008	2,997,1	13,362	79,966	4,273	3,072,798	295,820	190,081	105,739	106,005	..	..	130,748	1,019
853	858	..	Madras	117,662	..	117,662	10,284,110	..	10,284,110	84,748	75,788	9,960	4,633,959	5,441,693	10,075,652	208,458	35,769	9,745,9	34,997	308,872	20,844	10,075,652	589,394	414,205	175,189	175,389	..	..	508,114	..
283 1/2	218	334	South Indian	..	..	..	3,658,229	1,276	3,659,505	643,117	72,704	30,534	2,126,133	1,155,935	3,282,068	377,437	654,951	2,630,0	131,522	647,369	4,622	3,282,068	103,354	49,776	53,578	..	..	58,578	..	
430 1/2	430 1/2	..	Bombay, Baroda, and Central India	586	..	586	7,809,315	21,672	7,830,987	42,170	72,704	30,534	3,680,601	4,081,090	7,761,691	69,296	36,262	7,393,8	57,323	382,816	14,946	7,761,691	585,455	318,544	266,911	..	..	177,062	..	
1,266 1/2	1,266 1/2	..	Great Indian Peninsula	..	..	..	23,072,794	405,789	23,478,583	237,363	288,996	51,633	10,627,747	12,259,703	22,887,450	591,133	119,929	21,822,705	167,680	1,061,980	2,765	22,887,450	1,973,086	932,787	1,040,299	1,034,515	..	5,934	387,546	221
544 1/2	544 1/2	..	Oude and Rohilkund	..	..	..	5,048,822	424,419	5,473,241	48,442	126,746	175,188	2,351,091	2,934,648	5,285,739	187,502	228,245	4,969,942	63,695	126,998	183,799	5,285,739	275,124	164,274	110,850	111,073	..	143,838	1,131,623	12,418
663 1/2	663 1/2	..	Scinde, Punjab, and Delhi	37	..	37	10,993,387	86,253	11,079,640	48,158	324,436	372,594	4,842,200	5,668,784	10,510,984	668,656	264,810	9,929,609	100,948	565,644	15,831	10,510,984	596,967	395,937	201,030	201,119	..	..	254,801	4,308
5,706 1/2	5,641 1/2	334	Total	1,096,506	..	1,096,506	92,769,321	1,291,223	94,060,544	1,176,943	48,161	1,225,104	40,690,394	62,787,964	93,378,358	682,186	1,417,061	89,078,76	186,261	4,082,265	217,325	93,378,358	7,113,916	3,535,986	3,577,930	3,567,065	5,775	341,238	4,062,347	679,630

N.B.—The information regarding land is incomplete.

32	33	34	35	36	37	38	39	40	41	42
GAU	GUARANTEED INTEREST FROM COMMENCEMENT TO END OF 1875.			Net profits from commencement to end of 1876.	Contributions to the Provident Fund from the commencement to the end of 1876.	Railway Companies' moiety of surplus profits from the commencement to end of 1876.	State charge for control for 1876.	State charge for control from commencement to end of 1875.	Value of land made over during 1876.	Value of land made over from the commencement of operation to end of 1875.
Total.	In England.	In India.	Total.	RS.	RS.	RS.	RS.	RS.	RS.	RS.
1,08,867	22,06,82,936	25,57,052	22,32,39,988	19,12,80,512	2,87,946	1,03,85,882	1,28,368	17,41,987	7,498	58,60,000
7,40,463	2,12,60,034	67,452	2,13,27,486	53,22,586	..	61,289	..	..	654	1,11,000
4,37,465	1,81,55,156	1,19,285	1,82,74,441	1,26,30,482	..	1,38,381	..	..	..	17,78,100
5,43,066	7,78,63,822	..	7,78,63,822	3,39,83,624	..	..	94,221	12,51,707	..	..
8,47,608	1,51,09,705	..	1,51,09,705	45,15,775	..	90,115	..	..	34,572	57,01,500
2,30,183	6,31,49,357	1,80,645	6,33,29,902	2,27,18,478	..	..	1,32,933	18,32,035	37,760	53,32,000
4,80,448	15,02,82,822	41,08,237	15,43,91,059	8,41,06,628	..	11,63,962	..	..	13,166	6,84,200
5,91,093	1,33,99,433	3,00,363	1,36,99,796	21,49,513	..	..	51,953	3,56,420	603	8,45,900
0,41,038	6,61,31,799	4,11,341	6,65,43,140	1,17,51,766	..	..	85,366	11,49,638	50,511	2,03,14,400
3,20,231	63,60,35,064	77,44,275	64,37,79,339	36,84,59,364	2,87,946	1,18,39,649	4,92,841	63,31,787	..	..
£	£	£	£	£	£	£	£	£	£	£
3,20,813	20,229,270	2,34,396	20,463,666	17,534,047	26,395	952,039	..	..	..	..
159,542	1,948,836	6,183	1,953,019	487,904	..	5,619	..	..	..	..
131,767	1,664,223	10,934	1,675,157	1,157,794	..	12,686	..	..	..	..
608,114	7,137,517	..	7,137,517	3,115,166	..	..	..	..	..	..
177,062	1,448,013	..	1,448,013	432,762	..	8,260	..	..	..	..
887,767	4,872,025	16,550	4,888,575	2,082,527	..	106,697	..	..	..	..
1,144,041	13,775,926	376,688	14,152,614	7,709,774	..	..	..	..	..	..
259,109	1,339,943	20,036	1,369,979	214,951	..	..	..	..	..	..
553,762	6,062,082	37,706	6,099,788	1,077,245	..	..	..	..	..	..
4,641,977	58,477,835	712,393	59,190,228	33,812,170	26,395	1,085,301	..	..	..	..

Accounts

SYNOPSIS OF TRANSACTIONS OF GUARANTEED RAILWAY COMPANIES FROM THE COMMENCEMENT OF OPERATIONS TO THE END OF 18

[illegible]

N. B.—The information regarding land is incomplete.

J. J. McLEOD INNES,

Accountant General, P. W. Department.

P3
No 575 of 21 Feb/77.
Communicated
to the Consulting Engineer
for Railways and to the
Examiner of Railway
Accounts for information
and guidance.

U.

GOVERNMENT OF INDIA
PUBLIC WORKS DEPARTMENT.
ACCOUNTS D.
Guaranteed Railways.

16 Feb 1877

To No. 1670

The Governments of Madras and Bombay.
The Consulting Engineers to the Government
of India for Guaranteed Railways, Calcutta,
Lahore and Lucknow.

The Financial Department.
The Accountant General, Public Works Department.

Nos. 35—41 A—GR.

Dated February 5th, 1877.

Received

61-D

Forwards copy of a note by the Accountant
General, Public Works Department, on the synopsis
of transactions of Guaranteed Railways to end of
the year 1875.

No. 653, P. W. D. Press—6-12-77—160.

C.E. for Rys. ✓ 31
Encl. 1

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To *The Commr. Engrs & Supt. Wks.*

Dated

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Recd.

Encl.

G. O. *21st Feb.* 1877, No. 575

Nos. 492-93

*Synopsis of transactions
of Guaranteed Railways
to end of the year 1875*

*Resolution of the Govt of India
in —, Commd to the Comrgr
for Rlys and Examiners of
Railways Accounts for in-
formation and guidance*

For Rlys