10302.

Govt. of 18 Madras.

PUBLIC WORKS.

Dated

Recd. Encl.

G.O. 5th June 1890, No. 1697-90 R.

Capital & Revenue

D/3 Mr Rys. —

Sd/ Forward that the note on the — for the half year ended 30th June 1890 be forwarded to the Dt Engr Rys & to the Engr P.W. Chief

—

Do do do

Forwarding note on the — for the half year ended 30 June 1890.

Forwarding letter on the Capital & Revenue Accts of the Ry for the half year ended 30th June 1890.

10302.

Govt. of 18 Madras.

PUBLIC WORKS.

Dated

Recd. Encl.

G.O., 5th Nov 1890, No 1697-98R.

Capital & Revenue
2/3 Mr Ryi—

Submit that the work
on the — for the half year
ended 30th June 1890
be forwarded to the Dt Engr
Hyp & the Engr & Chief

do do do
For forwarded on the —
for the half year
ended 30 June 1890.

Forwd. a Return on the
Capital & Revenue Accounts
of the Railway for the
half year ended
30th June 1890
1890

5TH NOVEMBER 1890, No. $\frac{15}{1697\ R.}$, PUBLIC WORKS.

PUBLIC WORKS DEPARTMENT.

LETTER—to

THE RIGHT HONORABLE THE SECRETARY OF STATE FOR INDIA.

MY LORD,

In continuation of our despatch No. $\frac{12}{1489}$ R., dated 9th October 1890, we have the honor to forward a copy of our Proceedings, No. 1697 R., dated 5th November 1890, embodying a note on the Revenue Account of the Madras Railway for the first half of 1890.

We have the honor to be,

My Lord,

Your Lordship's most obedient, humble servants,

(Signed) CONNEMARA.

(,,) J. H. GARSTIN.

(,,) J. GROSE.

FORT ST. GEORGE,
5th November 1890.

Exd. J. Moses.

GOVT. OF MADRAS.

PUBLIC WORKS DEPARTMENT.

(Copy.)

LETTER to the Right Honorable the Secretary of State for India.

No. 15 / 1697 R., dated 5th Nov. 1890.

Forwarding a note on the Capital and Revenue Accounts of the Madras Railway for the half-year ended 30th June 1890.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Railway.

Read the following paper:—

From the Consulting Engineer for Railways, dated Madras, 29th October 1890, No. 744.

NOTE on the Capital and Revenue Accounts, Madras Railway, for the half-year ended the 30th June 1890.

CAPITAL.

Statements Nos. V and VI.—The capital expenditure for the half-year after crediting the sum of Rs. 1,25,509 amounted to Rs. 3,43,262 and was incurred chiefly on the construction of coaching and goods stock and alterations and additions at different stations.

2. The credits were as follow:—

	RS.
Amount transferred to Revenue of cost of reconstruction of Chitrávati	98,182
Amount received from Calicut Municipality being half of their contribution towards the cost of Ferôk and Kallai	11,250
Amount from Southern Mahratta Railway being the value of zinc roofing, &c., at Timmancherla	7,384
Amount for the sale of five old locomotives	8,693
Total ...	1,25,509

3. The total capital outlay including suspense from the commencement of operation to the end of the half-year under review was Rs. 11,72,54,508 and the expenditure excluding suspense Rs. 11,72,51,636 which gives an average of Rs. 1,39,755 per mile open.

REVENUE.

4.—*General Results.*

—	First half of 1889.	First half of 1890.	Difference.	
	MILES.	MILES.	MILES.	PER CENT.
Mean mileage worked	839	839	...	...
Train mileage	1,192,742	1,187,558	— 5,184	— 0·43
	NO.	NO.	NO.	
Average number of trains over whole line daily in both directions ...	7·85	7·82	— 0·03	— 0·38
	RS.	RS.	RS.	
Gross earnings	45,06,348	47,22,838	+ 2,16,490	+ 4·80
Working expenses	25,38,732	25,04,946	— 33,786	— 1·33
Net earnings ...	19,67,616	22,17,892	+ 2,50,276	+ 12·72
Percentage of working expenses to gross earnings	56·34	53·04	— 3·30	...
Percentage of net earnings on capital outlay including suspense ...	1·69	1·89	+ 0·20	...

The decrease in train mileage is accounted for by the heavier loading of wagons and by a decrease in the number of extra goods train run. The gross earnings per open mile per week averaged Rs. 217·70 against Rs. 207·72 and were realised at a cost of 53·04 per cent. against 56·24 per cent. in the corresponding period of 1889.

The net earnings which are at the rate of 3·78 per cent. per annum fall short of the guaranteed interest for the half-year by £61,020.

5.—*Gross Earnings.*

—	First half of 1889.	First half of 1890.	Difference.	
			Amount.	Per cent.
	Rs.	Rs.	Rs.	
Coaching	18,90,802	18,65,830	— 24,972	— 1·32
Goods	25,37,174	25,65,458	+ 28,284	— 1·11
Electric Telegraph	9,594	9,504	— 90	— 0·93
Steam Boat	...	...	...	...
Sundries	68,778	2,82,046	+ 2,13,268	+ 310·08
Total ...	45,06,348	47,22,838	+ 2,16,490	+ 4·80

6. The number of passengers of the various classes carried including troops and police and season-tickets and the earnings therefrom compare as follows :—

—	First Class.		Second Class.		Third Class.		Total.	
	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.
		Rs.		Rs.		Rs.		Rs.
First half of 1889	7,582	1,01,315	32,846	1,02,181	4,376,161	14,04,767	4,416,583	16,08,263
First half of 1890	8,051	82,738	36,036	1,03,349	4,361,604	14,14,379	4,405,691	16,00,466
Increase	469	..	3,196	1,168	..	9,612	..	..
Decrease	..	18,577	..	..	14,557	..	10,892	7,797

Abstract H, Coaching traffic.—The first-class traffic shows an increase in numbers carried of 469, but a decrease in earnings of Rs. 18,577.

This is attributable partly to the reduction from 1st July 1889 of the first-class fare from 18 to 12 pies per mile and partly to the opening of the Southern Mahratta Railway through from Poona to Bangalore which has affected the gross receipts obtained from carrying first-class passengers.

The distance between Poona and Bangalore is much in favor of the metre gauge railway and there will be no hope to obtain in future more than a share of this traffic, but the acceleration of the mail trains between Bombay and Arkónam and the introduction of the revised train service from 1st October 1890 will hold out a competition against the Southern Mahratta Railway.

The numbers and receipts from second-class passengers were 36,036 and Rs. 1,03,349 respectively, being an increase of 3,196 in numbers and Rs. 1,168 in receipts when compared with the corresponding half-year. This is entirely due to the greater movements of troops ; the suppression of return tickets and the reduction of the single journey fare from 7 to 6 pies per mile, which was introduced from 1st July 1889, caused a sight decrease in the receipts from the public.

The third-class passenger traffic shows a decrease of 14,557 in numbers, but an increase of Rs. 9,612 in receipts.

The decrease in number of third-class passengers is due to cholera prevailing very extensively from Pódanúr westwards during three months of the half-year and to a severe outbreak of influenza which checked travelling over the whole line, but the

increase in money is due to fractions of an anna having been abolished in fares over 4 annas to equalize the system of quoting through fares to that in force on Great Indian Peninsula Railway.

Passengers' luggage.—The earnings were Rs. 59,079 or Rs. 8,813 less than those of the corresponding half-year.

Parcels for the public.—The earnings were Rs. 1,06,372 or Rs. 7,954 less than those of the corresponding half-year. This is partly attributable to the losing a large share of the larger parcels, owing to the opening through of Southern Mahratta Railway from Bangalore and partly to the falling off of betel traffic from Western Coast on account of late season, to the less despatches of mangoes from Salem, the fruit being inferior as compared with other years, and to the less movements of indigo from North-West Line.

Carriages, horses for public.—There was a falling off of Rs. 8,569 due to fewer carriages and horses being conveyed during the half-year under review.

Military carriages, horses, &c.—There was a falling off of Rs. 1,935 in the receipts under this head of traffic chiefly due to the fewer despatches of remounts.

7. *Abstract I, Goods Traffic.*—The "General merchandise" traffic exhibits an increase, the tonnage lifted being 399,476 against 366,254 in the first half of 1889 or 9·07 per cent. more, the ton mileage 58,048,047 against 56,504,650 or 2·73 per cent. more, and the earnings Rs. 24,11,705 against Rs. 23,52,494 or 2·52 per cent. more. The rate charged per ton per mile was pies 7·98 against pies 7·10.

8. The following is an abstract of the chief fluctuations in the principal commodities carried during the first half of 1890 as compared with the corresponding previous half-year :—

Commodities.	Increase.		Decrease.	
	Tons.	Rs.	Tons.	Rs.
Cotton, raw	...	...	1,398	35,887
Do. piece-goods	...	...	126	5,098
Dyes and tans	2,653	...	510	20,101
Grain	...	...	...	76,003
Hides and skins	476	5,656	510	20,384
Oils	5,215	37,508	...	...
Oil-seeds	1,677	18,462	...	...
Provisions	5,031	62,168	1,280	...
Railway plant and rolling-stock ...	...	15,042	...	...
Sugar	3,299	13,695	...	...
Wood	1,373	10,820	116	12,434
Tobacco	...	..	...	...
Government stores	12,739	42,646		
All other articles of merchandise ...				
Total ...	32,463	2,05,997	3,940	1,69,907

Cotton, raw.—The total quantity of cotton carried over the whole system was 12,236 tons yielding a receipt of Rs. 1,51,116 against 13,634 tons and a receipt of Rs. 1,87,003. The proportion of pressed cotton was 72 per cent. The decrease is due to the less despatches of pressed cotton from stations on the North-West Line owing in the first place to a late season and in the second place to the fluctuations in the rate of exchange rendering it difficult and hazardous for merchants to effect sales with the London market.

Cotton piece-goods.—The decrease is due to less articles of Indian manufacture carried during the half-year under review.

Dyes and tans.—The decrease is due to the smaller despatches of "Tanning bark" from Great Indian Peninsula Railway, Gooty and Tadpatri and from Madras to North Arcot.

Grain.—The total quantity of grain carried over the whole system was 97,466 tons yielding a receipt of Rs. 4,58,617 against 94,813 tons and a receipt of Rs. 5,34,620 or an increase of 2·80 per cent. in weight, but a decrease of 14·22 per cent. in money. The smaller receipts earned from the carriage of grain traffic is accounted for by an almost total cessation of the rice traffic usually carried from Kátpádi to the Malabar Coast. The average receipt per ton lifted was Rs. 4·70 against Rs. 5·63.

Hides and skins.—The decrease is due to smaller exports of sheep-skins from the Great Indian Peninsula Railway, Arcot and Bangalore Cantonment to Madras and from Madras to North Arcot.

Oils.—The increase is due to larger exports of castor oil from Sankaridrug to South Indian Railway, to larger despatches of kerosine oil from Madras to Mysore, from Coimbatore district, and to larger consignments of "Other oils" from Tirupatúr and Arcot to Madras.

Oil-seeds.—The increase is due to larger exports of gingelli seeds from North Arcot, Cuddapah and Raichur to Madras, larger exports of "Castor seeds" from Salem, Raichur, Morappur, Adóni, Gooty and the Southern Mahratta Railway to Madras, and larger exports of "Other oil-seeds" from Arcot, Sankaridrug, Tiruvallam and Cuddapah to Madras, from Bangalore City to the South Indian Railway, and from the Southern Mahratta Railway to Cuddapah district.

Provisions.—The increase is due to larger exports of "Other provisions" from Kátpádi and Tirupatúr to Madras and from Pálghat to the South Indian Railway and from Erode to North Arcot.

Railway plant and rolling-stock.—The increase is due to larger exports of railway materials from Madras, Arkónam and Rénigunta to the Bellary district and from the South Indian Railway to Gooty.

Sugar.—The decrease in weight is due to smaller exports of undrained sugar from Southern Mahratta Railway and Bangalore Cantonment to Madras, from Sankaridrug to Erode and from Perundurai to Coimbatore.

Wood.—The increase is due to larger exports of firewood from Malur, Kullavi, Vániyambádi, Patchur to Kolar Road, from Peddapad to Madras and from Kanyakode to Coimbatore.

Tobacco.—The increase is due to larger despatches from Pálghat to Malabar district, from Sulúr and Tirupúr to North Arcot and from Coimbatore to Gudiyátam.

Government stores.—The decrease is due to smaller despatches of Ordnance stores from the Great Indian Peninsula and Southern Mahratta Railways to Madras.

All other articles of merchandise.—The increase is due to larger exports of laterite from Ambatúr and Avadi to Madras of tiles from Férok to Coimbatore district and of other sundry articles from Pálghat to the South Indian Railway. Under "Revenue stores" there is an increase of Rs. 29,215 in receipts and 4,718 tons in weight.

9. *Abstract K, Sundries.*—The large increase is mainly due to the inclusion of the sum of Rs. 2,06,189 under "Sale of Revenue stores"—Maintenance—being the difference between the book and actual value of new permanent-way material. There is also an increase in the net receipts from rent of joint stations and dwelling-houses.

10.—*Working Expenses.*

—	First half of 1889.		First half of 1890.		Difference.	
	Amount.	Per cent. on gross earnings.	Amount.	Per cent. on gross earnings.	Amount.	Per cent.
	Rs.		Rs.		Rs.	
Maintenance	6,74,031	14·96	7,01,884	14·86	+ 27,853	+ 4·13
Locomotive	8,33,761	18·50	8,72,886	18·48	+ 39,125	+ 4·69
Carriage and wagon	3,52,261	7·82	2,23,425	4·73	− 1,28,836	− 36·57
Traffic	3,98,035	8·83	4,03,973	8·56	+ 5,938	+ 1·49
General	2,63,869	5·86	2,82,380	5·98	+ 18,511	+ 7·01
Steam-boat	..	..	..	..	..	..
Special and miscellaneous ..	16,775	0·37	20,398	0·43	+ 3,623	+ 21·60
Total ..	25,38,732	56·34	25,04,946	53·04	− 33,786	− 1·33

Abstract A, Maintenance of Way, Works and Stations.—The increase under "Maintenance" is due to the cost of laying new permanent-way over the Tungabhadra bridge, North-West Line.

The increase under "Repairs of bridges" is more than accounted for by the transfer from Capital to Revenue of Rs. 98,181 part of cost of reconstruction of the new Chitrávati bridge.

The increase under repairs of stations, &c., is due to more repairs in the half-year under review.

The decrease under "Loss by exchange" is due to the higher rate of exchange and smaller amount of stores used for Revenue purposes.

The increase under carriage of "Revenue stores" is due to more Revenue stores having been carried.

The cost of maintaining a mile of single track including sidings compare as follows:—

	First half of 1889.	First half of 1890.
	Rs.	Rs.
Inclusion of extraordinary charges	678·58	703·32
Exclusion of extraordinary charges	570·48	450·75

Abstract B, Locomotive Department.—Taking the salaries and allowances under "General superintendence" in abstracts B and C, there is a saving of Rs. 7,958 which is mainly due to the absence on furlough of the Assistant Locomotive Superintendent and to the salary of the Locomotive Superintendent who is acting as Agent and Manager being charged under abstract E.

The increase of Rs. 4,653 under running expenses is accounted for by the larger payments for overtime.

Under "Fuel" there is an increase of Rs. 18,171 notwithstanding a reduction of train-mileage during the half-year which is partly due to the increased cost of patent fuel and partly to the increased consumption of coal. The consumption of coal per train mile rose from lb. 35·12 to lb. 37·23 owing to the increased weight of the trains under maintenance and renewal of locomotive engines and machinery (3) materials there is an increase of Rs. 5,631 due to the repairs of a greater number of engines. There is an increase of Rs. 11,950 under "Carriage of Revenue stores" due to carriage of more materials.

The cost of the department per train mile was annas 11·76 against annas 11·18 and per engine mile annas 9·95 against annas 9·54.

Abstract C, Carriage and Wagon expenses.—The noticeable variations are a decrease of Rs. 10,110 in wages and of Rs. 90,018 in materials due to the number of vehicles repaired being less by 450 and of those renewed by 87. The carriage and wagon expenses per train mile were annas 3·01 against annas 4·73 and per 1,000 vehicle miles run by home vehicles Rs. 9·02 against Rs. 14·49 in the corresponding half-year.

Abstract D, Traffic expenses.—The chief variations are increases of Rs. 6,334 under "Salaries, wages, &c," and of Rs. 4,141 under "Printing, stationery and tickets" and a decrease of Rs. 2,671 under fuel, lighting, &c.

The increase under "Salaries, wages, &c.," is mainly due to the increases under coaching clerks, head porters, porters, &c., caused by the opening of new trial stations and to the employment of additional station-masters and clerks.

The increase under "Printing, stationery and tickets" is due to the larger issue of stationery and printed forms during the half-year under review.

The decrease under "Fuel, lighting, &c.," is entirely caused by the smaller outlay on tarpaulin material.

The tonnage of goods lifted and the ton mileage of goods carried and the charges for station and train staff compare as follows :—

—	First half of 1889.	First half of 1890.	Difference.	
Tonnage of goods	TONS. 532,808	TONS. 563,701	TONS. + 30,893	PERCENTAGE. + 5·80
Ton mileage of goods	TON MILES. 61,489,754	TON MILES. 62,842,531	TON MILES. +1,352,777	+ 2·20
Station staff	RS. 1,84,712	RS. 1,90,363	RS. + 5,651	+ 3·06
Train staff	46,396	47,586	+ 1,190	+ 2·56

The total cost of the department averaged annas 5·44 against annas 5·34 per train mile in the corresponding previous half-year.

Abstract E, General charges.—The increases are chiefly under salaries in Agent's office due to the full pay of the Acting Agent and Assistant being charged to this department, under "Audit office" to the re-arrangement of the official staff from October 1889, and also to the pay of the newly appointed Fourth Assistant, and under "Medical" to a gratuity of Rs. 500 paid to an Apothecary and to the increased cost of vaccinators. The increase under "Police" is due to the increased salary drawn by the Superintendent of Watchmen and Chief Prosecuting Inspector, to the gratuity of Rs. 375 paid to an Inspector and to the increases under watchmen, and that under "Electric Telegraph" to the increased proportion of station-masters' salaries charged to signallers, to certain arrears of batta and to an increase under maintenance.

Abstract G, Special and miscellaneous expenditure.—The increase under "Rates and taxes" is caused by extra assessment on Company's buildings at Calicut, Ráyapuram, Central Station, &c., and that under "Miscellaneous" to Rs. 500 paid as an arbitration fee in connection with the settlement of the demurrage claim between this Company and Southern Mahratta Railway. The decrease under "Law charges" is caused by the payment made in May 1889 in connection with a case against one Devasigamoney Chetty.

(Signed) SIDNEY SMITH, Major, R.E.,
for Offg. Consulting Engineer for Railways.

Submitted to Government for transmission to the Director-General of Railways.

2. The note has been prepared in accordance with the views expressed by the Government of India in its Circular No. III R., dated 3rd February 1890, embodied in G.O., No. 314 R., dated 1st March 1890.

ORDER—dated 5th November 1890, No. 1697 R., Public Works.

Ordered to be forwarded to the Director-General of Railways and to the Secretary of State in continuation of Proceedings No. 1489-90 R., dated 9th October 1890.

(Here enter No. 1698 R., dated 5th November 1890.)

(True Extract.)

(Signed) T. GRACEY, Lieut.-Colonel, R.E.,
Offg. Joint Secy. to Govt., P.W.D.,
Railway Branch.

To the Consulting Engineer for Railways.
„ Examiner, Guaranteed Railway Accounts.

ENDORSEMENT—dated 5th November 1890, No. 1698 R., Public Works.

Forwarded.

(By Order.)

Lieut.-Colonel, R.E.,
Offg. Joint Secy. to Govt., P.W.D.,
Railway Branch.

Exd. J. Moses.
Spare Copies

RAILWAY.

Govt. of {1890} Madras.

PUBLIC WORKS.

Dated November, 5th.

Recd. *Encl.*

G.O., 5th Nov. 1890, Nos. 1697, 1698 R.

NOVEMBER.

Capital and Revenue Accounts, Madras Railway

Forwarding a note on the — for the half-year ended 30th June 1890.

D & R.

Please sign the enclosed for the Auditor General's information

Madras Rly Co's Secretary to Govt

D.AE. Agent's Office 18

2. The credits were as follows

RAILWAY.

Govt. of {1890} Madras.

PUBLIC WORKS.

Dated November, 5th.

Recd.

G.O., 5th Nov. 1890, Nos. 1
1698 R.

NOVEMBER.

Capital and Revenue Accounts, Madras Railway

Forwarding a note on the — for the half-year ended 30th June 1890.

Note on the Capital and Revenue Accounts of the Railway for the half year ended the 30th June 1890.

Capital

Statements Nos V and VI

The capital expenditure for the half year after crediting the sum of Rs 125,509 amounted to Rs 34,32,627 and was incurred chiefly on the construction of Coaching and goods Stock and alterations and additions at different Stations.

2. The credits were as follows:

follow: —

	Rs
Amount transferred to Revenue of cost of reconstruction of Chittaranti	98,182
Amount received from Calicut Municipality being half of their contribution towards the cost of Feroke and Kallai	11,250.
Amount from Southern Mahratta Railway being the value of Zinc roofing etc at Limmanchela	7,384
Amount for the sale of 5 old Locomotives	8,693
Total Rs	125509

3. The total capital outlay including Suspense from the commencement of operation to the end of the half year under review was Rs 11,72,57,508 and the expenditure excluding Suspense Rs 11,72,51,636 which gives an average of Rs 139.755 per mile open.

Revenue

4. General Results

	First half of 1889.	First half of 1890	Differences	
	Miles	Miles	Miles	Per cent.
Mean mileage worked	839	839	"	"
Train mileage	1192.742	1187.558	−5.184	−0.43
Average No of trains over whole line daily in both directions	No 7.85	No 7.82	No −0.03	−0.38
Gross Earnings	Rs 45,06,348	Rs 47,22,838	Rs +2,16,490	+4.80
Working expenses	25,38,732	25,04,946	−33,786	−1.33
Net Earnings	19,67,616	22,17,892	+2,50,276	+12.72
Percentage of Working expenses to gross earnings	56.34	53.04	−3.30	..
Percentage of net earnings on Capital outlay including Suspense	1.69	1.89	+0.20	..

The decrease in train mileage is accounted for by the heavier loading of wagons and by a decrease in the number of extra goods trains run.

The gross earnings per mile per week averaged Rs 217·70 against Rs 207·72 and were realised at a cost of 53·04 per cent against 56·24 per cent in the corresponding period of 1889.

The net earnings which are at the rate of 3·78 per cent per annum fall short of the guaranteed interest for the half year by £ 61,020.

7 5 Gross earnings.

	1st half of 1889	1st half of 1890	Difference Amount	Difference Percent
	Rs	Rs	Rs	
Coaching	1890,802	18,65,830	−24,972	−1·32
Goods	25,37,174	25,65,458	+28,284	−1·11
Electric Telegraph	9,594	9,504	— 90	−0·93
Steam Boat	..	..	..	..
Sundries	68,778	282,046	+213268	+310·08
Total	45,06,348	47,22,838	+216,490	+4·80

b

The numbers of passengers of the various classes carried including troops and police and season tickets and the earnings therefrom compare as follows:—

	1st class		2d class		3d class		Total	
	No	Earnings Rs	No	Earnings Rs	No	Earnings Rs	No	Earnings
1st half of 1889	4,582	101,316	32,840	102,187	4,376,161	1404,967	4416,583	1608,263
1st half of 1890	8,051	82,738	36,036	103,349	4361,604	1414,379	4405,691	1600,466
Increase	469	..	3196	1168	..	9412	"	..
Decrease	..	18,577	..	..	14,557	..	10,892	7,797

Abstract H. Coaching Traffic

The 1st class traffic shows an increase in numbers carried of 469 but a decrease in earnings of Rs 18,577. This is attributable partly to the reduction from 1st July 1889 of the 1st class fare from 18 to 12 pies per mile

he is and partly to the opening of the Southern Mahratta Railway through from Poona to Bangalore which has affected the gross receipts obtained from carriage of 1st class passengers.

The distance between Poona and Bangalore is much in favour of the metre Gauge Railway and there will be no hope to obtain in future more than a share of this traffic but the acceleration of the mail trains between Bombay and Cochin and the introduction of the revised train Service from 1st October 1890 will hold out a competition against the Southern Mahratta Railway.

The numbers and receipts from 2d class passengers were 36,036 and Rs 103,349 respectively being an increase of 3,196 in numbers and Rs 1168 in receipts when compared with the corresponding half years. This is entirely due to the greater movements of troops; the suppression of return tickets and the reduction of the single journey fare from 4 to 6 pies per mile which was introduced from 1st July 1889 caused a slight decrease in the receipts from the public.

The 3d class passenger traffic shews a decrease of 14,557 in numbers but an increase of Rs 9,612 in receipts.

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Carriages, horses for public

There was a falling off of Rs 1,856 due to fewer carriages and horses being conveyed during the half year under review

Military

Military Carriages, horses &c

There was a falling off of Rs 1,935 in the receipts under this head of traffic chiefly due to the fewer despatches of remounts.

7. Abstract I Goods Traffic

The "General merchandise" traffic exhibits an increase the tonnage lifted being 399,476 against 366,254 in the 1st half of 1889 or 9·07 per cent more, the ton mileage 58,048,047 against 56,504,650 or 2·73 per cent more and the earnings Rs 24,11,705 against Rs 2352,494 or 2·52 per cent more. The rate charged per ton per mile was pies 7·98 against pies 7·10.

8. The following is an abstract of the chief fluctuations

This

6

fluctuations in the principle Commodities carried during the 1st half of 1890 as compared with the corresponding previous half year

Commodities	Increase		Decrease	
	tons	Rs	Tons	Rs
Cotton raw	..	..	1398	36,887
" Piece goods	..	..	126	5,098
Dyes and Dyes	..	..	570	20,101
Grain	2,653	..	..	76,003
Hides and Skins	..	..	510	20,384
Oils	476	5656	..	..
Oil seeds	5215	37,508	..	..
Provisions	1677	18,462	..	..
Railway Plant and Rolling stock	5031	62,168	..	..
Sugar	..	15,042	1,280	..
Wood	3299	13695	..	..
Tobacco	1373	10,820	..	..
Government stores	..	..	116	12434
all other articles of merchandise	12,739	42,646	..	..
Total	32,463	205,997	3,940	169907

Cotton raw The total quantity of cotton carried over the whole system was 12,236 tons yielding

yielding a receipt of Rs 15,116 against 13,634 tons and a receipt of Rs 187,003. The proportion of pressed cotton was 92 per cent. The decrease is due to the less despatches of pressed cotton from stations on the North West Line owing in the first place to a late season and in the second place to the fluctuations in the rate of exchange rendering it difficult and hazardous for merchants to effect sales with the London market.

Cotton Piece goods. The decrease is due to less articles of Indian manufacture carried during the half year under review.

Dyes and Paints. The decrease is due to the smaller despatches of "Tanning Bark" from

from great Indian Peninsula Railway, Gooty and Tadpatri and from Madras to North as cot

Grain. The total quantity of grain carried over the whole system was 97,466 tons yielding a receipt of Rs 458,617 against 94,813 tons and a receipt of Rs 534,620 or an increase of 2·80 per cent in weight but a decrease of 14·22 per cent in money. The Seealles receipts earned from the carriage of grain traffic is accounted for by an almost total cessation of the Rice traffic usually carried from Kadpadi to the Malabar Coast. The average receipt per ton lifted was Rs 4·70 against Rs 6·62.

Hides and Skins. The decrease

decrease is due to smaller exports of sheep skins from the Great Indian Peninsula Railway, Arcot, and Bangalore Cantonment to Madras and from Madras to Ports Arcot.

Oils The increase is due to larger exports of Castor oil from Saulkaidrug to South Indian Railway, to larger despatches of Kerosine oil from Madras to Mysore, from Coimbatore District and to larger consignments of "other oils" from Tirupatur and Arcot to Madras.

Oil Seeds. The increase is due to larger exports of Gingelli seeds from North Arcot, Cuddapah and Raichur to Madras Larger exports of "Castor Seeds" from Salem, Raichur, Tuticorin, Madura, Godhy and the Southern Mahratta Railway to Madras and larger exports of "other oil seeds" from Arcot Saulkaidrug, Trivadam and Cuddapah to Madras from Bangalore City to the South Indian Railway and from the Southern Mahratta Railway to Cuddapah District

Provisions. The increase is due to larger exports of "other provisions" from Kolpadi and Tirupatur to Madras and from Palghat to the South Indian Railway and from Erode to North Arcot

Railway Plant & Rolling Stock

The increase is due to larger exports of Railway Materials from Madras to Arkonam

Arkonam and Renigunta to the Bellary District and from the South Indian Railway to Cooley.

Sugar. The decrease in weight is due to smaller exports of unrefined Sugar from Southern Mahratta Railway and Bangalore Cantonment to Madras, from Sankaridrug to Erode and from Perundurai to Coimbatore.

Wood The increase is due to larger exports of firewood from Madura, Kulitalai, Vaniyambadi, Patchur to Kolar road from Peddapad to Madras and from Kanya Kode to Coimbatore.

Tobacco The increase is due to larger despatches from Palghat to Malabar District, from Sulur and Tirupur

to Madras and from Coimbatore to Guntakal.

Government Stores. The decrease is due to smaller despatches of ordnance stores from the Great Indian Peninsula and Southern Mahratta Railways to Madras.

All other articles of merchandise

The increase is due to larger exports of laterite from Mumbatur and Avadi to Madras of Tiles from Erode to Coimbatore District and of other Sundry articles from Palghat to the South Indian Railway. Under "Revenue Stores" there is an increase of Rs 29,215 in receipts and 4,718 tons in weight.

9. Abstract K Sundries

The large increase is mainly

mainly due to the inclusion of the sum of Rs 20,6,189 under "Sale of Revenue Stores" — Maintenance — being the difference between the book and actual value of new Permanent Way Material. There is also an increase in the net receipts from rent of four Stations and dwelling houses.

10. Working Expenses.

	First half of 1889		First half of 1890		Difference	
	Amount	Percent on gross Earnings	Amount	Percent on gross Earnings	Amount	Percent
	Rs		Rs		Rs.	
Maintenance	6,74,031	14.96	7,01,884	14.86	+27,853	+4.13
Locomotive	8,33,761	18.50	8,72,886	18.48	+39,125	+4.69
Carriage & Wagon	352,261	7.82	223,425	4.73	-128836	-36.57
Traffic	3,98,035	8.83	403973	8.55	+5938	+1.49
General	263,869	5.86	282,380	5.98	+18511	+7.01.
Steam boat	..	..	..	..	..	..
Special and Miscellaneous	16,775	0.37	20,398	0.43	+3,623	+21.60
Total	25,38,732	56.34	25,04,946	53.04	-33,786	-1.33.

Abstract — Maintenance of Way, Works and Stations.

The increase under "Maintenance" is due to the cost of laying new permanent ways over the Tungabadra Bridge for the West Line.

The increase under "Repairs of Bridges" is more than accounted for by the transfer from Capital to Revenue of Rs 98,181 part of cost of re-construction of the new Chitravati bridge.

The increase under Repairs of Stations &c is due to more repairs in the half year under review.

The decrease under "Loss by exchange" is due to the higher rate of exchange and smaller amount of Stores used for Revenue purposes.

The increase under Carriage

carriage of "Revenue Stores" is due to heavy Revenue Stores having been carried.

The cost of maintaining a mile of single track including sidings compares as follows:—

	1st half of 1889 Rs	1st half of 1890 Rs
Inclusion of Extraordinary Charges	678·58	703·32
Exclusion of Extraordinary Charges	570·48	450·75

Abstract B. Locomotive Depart ment. Taking the Salaries and allowances under "General Superintendence" in abstracts B and C, there is a saving of Rs 7,958 which is mainly due to the absence on furlough of the Assistant Locomotive Superintendent and to the Salary of the Locomotive Superintendent in work is charged as being charged under abstract E.

The increase of Rs 4,653 under Running expenses is accounted for by the larger payments for overtime

Under "Fuel" there is an increase of Rs 18,171 notwithstanding a reduction of train mileage during the half year which is partly due to the increased cost of Patent Fuel and partly to the increased consumption of coal. The consumption of coal per train mile rose from 35·12 to 37·23 owing to the increased weight of trains

Under Maintenance and renewal of Locomotive Engines and Machinery (2) Materials there is an increase of Rs 5,631 due to the repairs of

of a greater no of Engines.
There is an increase of
Rs 11,950 under "Carriage
of Renewal Stores" due
to carriage of more materials.

The cost of the Department
per train mile was annas
11.76 against annas 11.18 and
per Engine mile annas
9.95 against annas 9.54.

Abstract C. Carriage
and Wagon expenses:

The noticeable variations
are a decrease of Rs 10,110
in wages and of Rs 90,018
in Materials due to the
no of vehicles repaired
being less by 450 and of
those renewed by 87. The
Carriage and Wagon
expenses per train mile
were

were annas 3.01 against annas
4.73 and per 1000 vehicle
miles run by Lines vehicles
Rs 9.02 against Rs 14.49 in
the corresponding half year

Abstract D. Traffic expenses

The chief variations
increases of Rs 6,324 under
"Salaries, wages etc" and of
Rs 4,141 under "Printing Stationery
and tickets" and a decrease
of Rs 2,671 under Fuel, lighting
etc.

The increase under
"Salaries, wages etc" is mainly
due to the increases under
Coaching clerks, head porters,
porters etc caused by the opening
of new Trial Stations and to
the employment of
additional Station Masters
and clerks.

The increase under
Printing

of "Printing Stationery and Tickets" is due to the larger issue of stationery and printed forms during the half year under review

The decrease under "Fuel, lighting &c" is entirely caused by the smaller outlay on Departmental materials.

The tonnage of goods lifted and the ton mileage of goods carried and the charges for Station and Train Staff compare as follows:—

	First half of 1889	First half of 1890	Difference	
	Tons	Tons	Tons	Percentage
Tonnage of goods	532,808	563,701	+30,893	+5·80
	Ton miles	Ton miles	Ton miles	
Ton mileage of goods	61,489,754	62,842,531	+1352,777	+2·20
	Rs	Rs	Rs	
Station Staff	184,712	190,363	+5651	+3·06
Train Staff	46,396	47,586	+1190	+2·56.

The total cost of the Department averaged annas 5·44 against annas 5·34 per train mile in the corresponding previous half year.

Chiefs and General charges

The increases are chiefly under Salaries in Agent's office due to the full pay of the acting Agent and assistant being charged to this department, under "Audit office" to the re-arrangement of the official staff from October 1889 and also to the pay of the newly appointed 4th Assistant and under "Medical" to a gratuity of Rs 500 paid to an apothecary and to the increased cost of Vaccinators. The increase under

under "police" is due to the increased salary drawn by the Superintendent of Watchmen and Chief Prosecuting Inspector, to the gratuity of Rs 375 paid to an inspector and to the increases under watchmen and that under "Electric Telegraphs" to the increased proportion of Station Masters Salaries charged to Signallers, to certain arrears of batta and to an increase under Maintenance

Abstract G. Special and Miscellaneous expenditure

The increase under "Rates and Taxes" is caused by extra assessment on Company's buildings at Calicut, Royapuram Central Station &c and that

The

under "Miscellaneous" to Rs500 paid as an arbitration fee in connection with the Settlement of the demurrage claim between this Company and Southern Mahratta Railway. The decrease under "Law charges" is caused by the payment made in May 1889 in connection with a case against one Devasigamony Chetty.

Siddapatto
Major R.E
Fin. offg. Civil Engr. for Ry

P.R.

Form No. 2.

PUBLIC WORKS DEPARTMENT.

OFFICE OF CONSULTING ENGINEER FOR RAILWAYS,

Madras, 29th October 1890.

Note on Revenue Account Measures
Railways for the half year ended
the 30th June 1890.

No. 744

SUBMITTED ——— to ——— Government for
transmission to the Director
General of Railways.

2. The note has been
prepared in accordance
with the views expressed
by the Government of
India in its circular No.
III R dated 3rd February 1890,
embodied in G.O. No. 314R
dated 1st March 1890.

Lieut. Smith
Major R.E.
for Offg. Cn. Engr.
for Rly.

Form No. 3.

A

No. 1697 R dated 5th Nov. 1890

Ordered to be forwarded to the Director General of Railways and to the Secretary of State in continuation of Progs. No. 1489-90 R dated 9th October 1890.

H.E. No 1698 R dated 5th Nov. 1890

Forwarded

To The Comptroller for R.Ps
— Ex & Ry Sects.

H.E. No 15/1697 R dated 5th Nov. 1890

To The Rt Hon. the Secy. of State for India

My Lord

In continuation of our Despatch No. 12/1489 R dated 9th October 1890, we have the honor to forward a copy of our Progs. No 1697 R dated 5th Nov. 1890 embodying a note on the Revenue account of the Madras Railway for the first half of 1890.

Received 6/11/90 H.E.R

From

THE CONSULTING ENGINEER FOR RAILWAYS,

MADRAS.

No. 744

Dated 29th } October 1890.
Received 30 }

No. of Enclosures. 1

Subject.

Note on the Capital and Revenue Accounts, Madras Railway, for the half-year ended the 30th June 1890.