

Public Works (1890) Department.

RAILWAY BRANCH.

G.O., No. 1842 *By*

DATED 19th November

[Despatch Abstract.]

Guaranteed Railways. — Synopsis of
transactions for and to the end of the year
1889 forwarded by the Govt of India,
Communicated to the Consulting Engineer
for Railways.

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Railway.

NTED RAILWAYS.

Synopsis of transactions for and to end of the year 1888.

Read again—

Public Works Department Resolution No. 621A.R., dated 5th October 1888.

Read also the following:—

Note by Lieut.-Col. A. G. Begbie, R.E., Officiating Accountant General, Public Works Department, No. 891R., dated 23rd August 1889.

I beg to lay before the Government of India the usual Synopsis of transactions of Guaranteed Railways for and to end of the year 1888.

2. The subscribed Capital on 31st December 1888 of the several Railway Companies bears interest as shown below :

Railway.	CAPITAL BEARING INTEREST AT						Premium on stock.	Discount on Stock.	Total Capital raised.
	3½%	3½%	4%	4½%	4½%	5%			
	£	£	£	£	£	£	£	£	£
Madras	...	297,800	102,200	500,000	990,960	6,757,970	12,014	...	10,699,846
South Indian	...	870,000	...	425,000	161,044	3,057,908	62,453	3,000	4,063,405
Bombay, Baroda and Central India...	100,000	888,500	...	...	...	7,550,300	92,270	14,000	8,557,070
Great Indian Peninsula	264,000	1,847,300	2,701,450	...	...	20,000,000	297,305	233,301	24,876,604
Oudh and Rohilkbund	...	3,030,300	384,700	...	...	4,000,000	15,022	47,611	7,383,311
(1) Total to end of 1888	364,000	7,033,900	3,188,350	925,000	1,151,004	43,365,878	419,084	298,002	56,150,094
(2) Ditto ditto 1887	100,000	6,090,300	5,402,150	925,000	1,153,504	43,363,503	410,939	298,002	58,035,294
(3) Ditto ditto 1886	...	5,191,800	5,439,050	925,000	1,160,864	43,350,311	200,553	64,384	56,210,294
(4) Ditto ditto 1885	...	4,481,800	6,217,450	925,000	1,169,624	43,348,169	200,165	56,134	56,295,064
(5) Ditto ditto 1884	...	4,325,750	4,011,550	925,000	1,179,519	43,338,780	200,702	46,134	54,944,694
(1) Compared with (2) { Increase	264,000	64,600	...	...	...	2,375	125	...	...
{ Decrease	...	...	2,213,900	...	2,500	...	...	...	1,885,200

Capital Outlay.

4. The aggregate outlay finally charged off to "Construction" has stood at the end of each of the last five years as follows:—

			£	£
To end of 1884	...	...	53,240,053	1,144,018
" 1885	...	...	54,516,361	1,276,308
" 1886	...	...	55,517,215	1,000,854
" 1887	...	...	55,920,875	403,660
" 1888	...	...	56,455,146	534,271
Increase in five years	...	...		4,859,111

5. The expenditure charged to "Construction," on the open lines of railway, during and to end of the year, gives the following cost per mile:

Railway.	CONSTRUCTION EXPENDITURE PER OPEN MILE.		Remarks.
	During 1888.	To end of 1888.	
	Rs.	Rs.	
Madras	1,565-08	1,34,728-34	Metro gauge.
South Indian	834-76	60,838-54	
Bombay, Baroda and Central India	885-21	2,07,553-15	
Great Indian Peninsula	2,514-40	2,07,005-53	
Oudh and Rohilkhand	419-11	1,29,342-46	
Average outlay excluding South Indian	1,606-72	1,72,009-26	
Ditto including ditto	1,477-49	1,54,900-30	

Capital locked up in stores.

6. The subjoined table shows the fluctuations in the value of stores in stock during the past five years. The figures in antique represent increases of stock:—

Railway.	REDUCTION IN STOCK.					Total reduction in five years.
	1884.	1885.	1886.	1887.	1888.	
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Madras	68,943	4,59,341	3,09,528	6,76,372	17,704	1,43,736
South-Indian	94,461	4,83,856	3,54,488	5,54,202	5,57,460	13,35,491
Bombay, Baroda and Central India	1,86,482	2,78,348	6,48,977	4,31,054	5,90,250	4,64,193
Great Indian Peninsula	3,40,888	20,24,643	13,64,804	8,76,659	9,60,488	15,18,196
Oudh and Rohilkhand	6,62,439	8,34,436	20,34,445	34,209	1,57,131	24,27,782
TOTAL	2,98,473	24,11,752	40,93,186	6,01,984	17,613	20,02,558

7. The increase in the amount of Capital locked up in stores during the year under review on the South Indian Railway is attributed to the receipt of Permanent Way materials for renewals, and that on the Bombay, Baroda and Central India Railway is said to be due to the late arrival of Permanent Way material and coal from England.

8. On 31st December 1888, the value of the stores in stock on Guaranteed Railways exceeded the limits provisionally assigned for Capital to be locked up in stores to the following extent:

Railway.	Limit assigned.	Stock in hand.	Excess.
	Rs. Lakhs.	Rs. Lakhs.	Rs. Lakhs.
Madras	22½	24½	2
South Indian	not fixed.	(a) 34½	...
Bombay, Baroda and Central India	21½	37½	16
Great Indian Peninsula	63	60½	-2½
Oudh and Rohilkhand	12½	26½	14½
TOTAL	119½	149½	36

(a)—Not included in the total.

Revenue Account.

9. Excluding the East Indian, Eastern Bengal, and Sindh, Punjab and Delhi Railways, which have now become State lines, the gross earnings, working expenses, and net earnings of all the Guaranteed Railways during the last five years have been as under:

Year.	Gross earnings.	Working expenses.	Net earnings.
	Rs.	Rs.	Rs.
1884	6,24,57,699	3,26,82,475	2,97,75,224
1885	6,73,27,871	3,51,47,654	3,21,80,217
1886	7,21,55,223	3,56,28,531	3,65,26,392
1887	7,20,41,944	3,61,22,174	3,59,19,770
1888	7,48,29,283	3,77,21,047	3,71,08,236

10. For the year 1888 the net earnings amounted to ... Rs. 3,71,08,236

Deduct—

Interest charged on overdrawn Capital	...	31,439
Moiety of Surplus Profits due to Shareholders	...	55,95,126
Contributions to Provident Fund	...	2,14,483
		58,41,048

The net receipts by Government due to its connection with the Guaranteed Railways may be stated at ... Rs. 3,12,67,188

11. The results of the working of the Guaranteed Railways for the year 1888, based on the contract rates of exchange, is shown in the following table,

as also the percentage of Interest and Net Profits on the Capital received. The figures in antique represent gain :

Railway.	Net earnings after deducting payments on account of moiety of Surplus Profits and contribution to the Provident Fund and interest on overdrawn Capital.	Guaranteed interest.	Loss to State.			Per cent. of interest paid on total Capital received.	Per cent. of Net Earnings realized during 1888 on Capital received.
			Amount.	Per open mile.	Per cent. of guaranteed interest.		
	Rs.	Rs.	Rs.	Rs.			
Madras	35,21,645	56,96,528	21,77,183	2,594'14	38'20	4'90	3'03
South Indian	16,67,481	22,24,123	5,56,641	859'37	25'03	4'57	3'43
Bombay, Baroda and Central India	67,64,106	44,93,045	12,71,061	3,896'81	28'20	4'61	6'17
Great Indian Peninsula	1,72,97,931	1,39,19,664	43,78,267	3,398'63	33'89	4'79	6'37
Oodh and Rohilkhand	30,16,006	*35,42,434	45,26,429	763'70	14'86	4'90	4'08
Total 1888	3,12,67,188	*2,88,78,69	23,89,095	610'99	8'27	4'78	6'18
1887	3,01,24,818	2,90,54,467	10,70,351	274'29	3'68	4'67	4'94
1886	3,05,61,972	2,89,70,895	15,91,077	405'06	5'49	4'94	5'07
1885	2,74,49,216	2,83,82,980	9,03,764	234'75	3'19	4'69	4'54
1884	2,56,12,424	2,81,67,704	24,95,280	650'48	8'88	4'77	4'34

12. The result of working the Guaranteed Railways during 1888 may be considered satisfactory. The annual result in the last five years has been turned from a loss of Rs. 24,95,280 in 1884, to a gain of Rs. 23,89,095† in 1888.

13. The actual loss to the State during the last five years due to its connection with the Guaranteed Railways, if the payments in England on account of guaranteed interest are converted at the average rates of exchange for the different years, is shewn in the following statements :

Year.	Net earnings—see para. 11.	Guaranteed interest at contract rates.	Loss to State based on preceding column.	Guaranteed interest at the average rate of the year.	Loss to State based on preceding column.	Loss involved in fall in exchange, being difference between columns 4 and 2.
	1	2	3	4	5	6
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
1884	2,56,12,424	2,81,67,704	24,95,280	3,31,56,800	65,44,145	40,46,865
1885	2,74,49,216	2,83,82,980	9,03,764	3,40,01,117	65,61,001	66,48,137
1886	3,05,61,972	2,89,70,895	15,91,077	3,07,65,398	62,03,420	77,94,503
1887	3,01,24,818	2,90,54,467	10,70,351	3,79,65,000	78,40,873	89,11,120
1888	3,12,67,188	*2,88,78,69	23,89,095	3,51,99,820	79,10,328	1,09,04,333

* This excludes interest to end of December 1888, amounting to £ 40,073, on debt appropriated to the discharge of debentures to the extent of £1,881,000, which fell due during the year. It has been decided to treat this payment as a State Railway charge.

† The real loss is understated by the sum of £ 40,073 referred to in the preceding note.

‡ The real gain is overstated by the sum of £ 40,073 referred to above.

The details for each year are as follows :
1884.

Railway.	Net earnings.	Guaranteed interest at contract rates.	Loss to State based on column 2.	Guaranteed interest at 1s. 7-503d. the average rate of the year.	Loss to State based on column 4.	Loss by exchange, being difference between columns 4 and 2.
	1	2	3	4	5	6
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Madras	29,35,687	50,94,450	27,68,763	64,23,432	34,87,745	7,23,982
South Indian	14,00,598	21,17,129	6,56,531	24,96,708	10,36,110	3,79,579
Bombay, Baroda and Central India	64,43,252	43,20,164	11,23,088	48,72,799	5,70,453	5,52,635
Great Indian Peninsula	1,34,64,290	1,26,45,335	8,18,955	1,42,66,592	8,02,302	16,21,257
Oodh and Rohilkhand	23,08,507	33,30,626	10,22,029	40,97,038	17,83,411	7,66,412
TOTAL	2,56,12,424	2,81,67,704	24,95,280	3,21,56,599	65,44,145	40,48,865

1885.

Railway.	Net earnings.	Guaranteed interest at contract rates.	Loss to State based on column 2.	Guaranteed interest at 1s. 6-612d., the average rate of the year.	Loss to State based on column 4.	Loss by exchange, being difference between columns 4 and 2.
	1	2	3	4	5	6
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Madras	32,70,168	58,98,828	24,19,060	67,36,206	34,67,038	10,37,578
South Indian	15,72,921	21,32,817	5,59,896	26,35,655	10,62,734	5,02,839
Bombay, Baroda and Central India	60,61,689	41,90,293	14,71,423	49,52,432	7,09,257	7,62,166
Great Indian Peninsula	1,52,31,697	1,27,91,996	24,39,601	1,51,16,011	1,16,586	23,25,616
Oodh and Rohilkhand	17,03,841	35,39,073	18,35,232	45,61,813	28,57,072	10,22,740
TOTAL	2,74,49,216	2,83,82,980	9,03,764	3,40,01,117	65,61,001	66,48,137

1886.

Railway.	Net earnings.	Guaranteed interest at contract rates.	Loss to State based on column 2.	Guaranteed interest at 1s. 5-5965d., the average rate of the year.	Loss to State based on column 4.	Loss by exchange being difference between columns 4 and 2.
	1	2	3	4	5	6
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Madras	32,29,243	56,98,828	24,69,585	71,24,952	38,95,709	14,26,124
South Indian	14,69,584	21,69,364	6,99,780	28,35,528	13,65,944	6,66,164
Bombay, Baroda and Central India	61,35,478	44,37,681	16,97,597	55,47,675	5,87,803	11,09,794
Great Indian Peninsula	1,68,77,979	1,28,67,572	40,10,407	1,60,80,296	7,97,683	32,12,724
Oodh and Rohilkhand	28,40,689	37,07,250	9,47,562	51,76,947	23,27,250	13,79,697
TOTAL	3,05,61,972	2,89,70,895	15,91,077	3,07,65,398	62,03,420	77,94,503

1887

Railway.	Net earnings.	Guaranteed interest at contract rates.	Loss to State based on column 2.	Guaranteed interest at 1½. 5'00154., the average rate of the year.	Loss to State based on column 4.	Loss by Exchange, being difference between columns 4 and 2.
	1	2	3	4	5	6
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Madras	23,06,353	56,76,348	28,00,000	73,06,536	44,40,178	16,30,188
South Indian	10,05,744	21,01,202	5,85,453	20,48,000	13,42,052	7,57,494
Bombay, Baroda and Central India	67,33,508	44,76,969	12,56,599	67,61,514	28,246	12,84,845
Great Indian Peninsula	1,88,82,900	1,28,64,019	40,18,890	1,05,50,308	3,32,601	36,86,289
Oudh and Rohilkhand	30,36,239	38,45,929	8,00,000	53,08,399	23,02,100	15,52,410
TOTAL	3,01,24,818	2,90,54,467	10,70,351	3,70,65,093	78,40,875	89,11,226

1888.

Railway.	Net Earnings.	Guaranteed interest at contract rates.	Loss to State based on column 2.	Guaranteed interest at 1½. 4'4454., the average rate of the year.	Loss to State based on column 4.	Loss by Exchange, being difference between columns 4 and 2.
	1	2	3	4	5	6
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Madras	33,21,645	56,98,828	21,77,183	76,23,851	41,02,206	19,25,023
South Indian	16,67,481	22,24,122	5,66,641	31,10,600	14,43,179	8,86,538
Bombay, Baroda and Central India	67,64,106	44,03,045	12,71,061	60,09,715	2,45,000	15,16,670
Great Indian Peninsula	1,72,07,951	1,29,10,664	43,78,287	1,72,74,706	23,245	43,55,042
Oudh and Rohilkhand	30,16,005	35,42,434	15,26,429	51,07,494	121,51,489	16,25,000
TOTAL	3,12,67,188	2,88,78,003	23,89,005	3,01,86,426	79,19,238	1,03,08,333

* This excludes Interest to end of December 1888, amounting to £ 40,073, on debt appropriated to the discharge of debentures to the extent of £1,885,000, which fell due during the year. It has been decided to treat this payment as a State Railway charge.

† The real loss is understated by the sum of £40,073 referred to in the preceding note.

ORDER.—Ordered, that the note by the Accountant General, Public Works Department, and enclosure referred to, be forwarded to the Local Governments and Officer noted in the margin, and to the Department of Finance, and the Accountant General, Public Works Department, for information.

R. C. B. PEMBERTON, Colonel, R.E.,
Secy. to the Govt. of India.

ACCOMPANIMENT TO NOTE BY THE ACCOUNTANT GENERAL, PUBLIC WORKS DEPARTMENT, No. 891.-R., DATED 23rd AUGUST 1889.

No. 1108 R4 October 1889.

Communicated to the
Consulting Engineer for
Railways with reference
to Progs: no. 865 R dated
24th October 1888.

(22) K. A. J.
D. R.

The Consig. Engr. for Rys
Ex. p. R. accs.

No. 519 A.—R.

GOVERNMENT OF INDIA.
PUBLIC WORKS DEPARTMENT.

ACCOUNT.

Railway.

Simla, 20th October 1890.

GUARANTEED RAILWAYS.

Synopsis of transactions for and to the end of the year 1889.

Read again—

Public Works Department Resolution No. 406 A.—R., dated 16th September 1889.

Read also the following :—

Note by R. G. MACDONALD, Esq., Officiating Accountant General, Public Works
Department, No. 851 R., dated 2nd October 1890.

I beg to lay before the Government of India the usual Synopsis of transactions of Guaranteed Railways for and to end of the year 1889.

2. The subscribed Capital on 31st December 1889 of the several Railway Companies bears interest as shown below :

Railway.	CAPITAL BEARING INTEREST AT						Premium on stock.	Discount on stock.	Total Capital raised.
	3½%	3½%	4%	4½%	4½%	5%			
	£	£	£	£	£	£	£	£	£
Madras	60,000	237,800	102,200	600,000	900,000	8,757,670	12,014	...	10,000,044
South Indian	313,700	756,300	...	425,000	142,104	3,066,344	62,990	3,000	4,763,407
Bombay, Baroda and Central India...	430,000	788,500	...	...	...	7,550,300	32,410	14,000	8,807,210
Great Indian Peninsula	564,000	1,847,300	2,701,450	...	...	20,000,000	297,674	233,391	25,176,833
(1) Total to end of 1889...	1,367,700	3,623,900	2,803,650	925,000	1,142,124	39,374,314	404,906	250,391	49,417,203
(2) Ditto ditto 1888...	964,000	4,003,600	2,803,650	925,000	1,151,004	39,955,978	404,042	250,391	48,766,783
(3) Ditto ditto 1887...	100,000	3,100,000	3,872,450	925,000	1,159,504	39,363,503	403,617	250,391	48,766,963
(4) Ditto ditto 1886...	...	2,736,800	3,094,650	925,000	1,166,864	39,350,811	180,851	20,523	47,434,483
(5) Ditto ditto 1885...	...	2,020,800	3,872,450	925,000	1,169,624	39,349,160	180,403	12,273	47,519,263
(1) Compared with (2) { Increase ... 1,023,700 8,436 864 650,420	...	...	...	...	...	8,436	864	...	650,420
(2) { Decrease 373,700 8,880	...	373,700	...	...	8,880	...	...	...	...

3. The following table shows the growth of the Capital account of the Guaranteed Railways during the last five years, the net increase to the aggregate subscribed Capital during that period being £2,358,420 :—

TOTAL CAPITAL SUBSCRIBED.					Increase.	Decrease.	Remarks.
Year.							
					£	£	£
To end of 1885	...	...	...	...	47,510,283	460,500	...
" 1886	...	...	...	...	47,434,483	...	84,800
" 1887	...	...	...	...	48,766,983	1,332,500	...
" 1888	...	...	...	...	48,766,783	...	200
" 1889	...	...	...	...	49,417,203	650,420	...
						2,443,420	85,000
Net Increase					...	2,358,420	

Capital Outlay.

4. The aggregate outlay finally charged off to "Construction" has stood at the end of each of the last five years as follows :

					Increase.
					£
To end of 1885	...	...	...	46,445,688	509,401
" 1886	...	...	...	46,817,228	401,540
" 1887	...	...	...	47,034,060	186,832
" 1888	...	...	...	47,539,441	505,381
" 1889	...	...	...	47,877,004	337,563
Increase in five years					1,940,717

5. The expenditure charged to "Construction," on the open lines of railway, during and to end of the year, gives the following cost per mile :

Railway.					CONSTRUCTION EXPENDITURE PER OPEN MILE.		Remarks.
					During 1889.	To end of 1889.	
					Rs.	Rs.	
Madras	...	...	...	...	1,433.76	1,36,157.29	Metre gauge.
South Indian	...	...	...	...	371.69	70,210.22	
Bombay, Baroda and Central India	...	...	...	...	1,307.80	2,08,860.95	
Great Indian Peninsula	...	...	...	...	1,281.55	2,08,288.69	
Average outlay excluding South Indian	...	...	...	...	1,395.82	1,84,796.38	
Ditto including ditto	...	...	...	...	1,130.88	1,61,608.87	

Capital locked up in stores.

6. The subjoined table shows the fluctuations in the value of stores in stock during the past five years. The figures in antique represent increases of stock :

Railway.	REDUCTION IN STOCK.					Total reduction in five years.
	1885.	1886.	1887.	1888.	1889.	
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Madras	4,59,341	3,09,528	6,76,372	17,704	3,72,463	2,97,070
South Indian	4,83,856	3,54,488	5,54,202	5,57,460	66,210	13,07,240
Bombay, Baroda and Central India	2,78,348	6,48,977	4,31,054	5,90,250	2,76,438	3,74,237
Great Indian Peninsula	20,24,643	13,64,804	8,76,659	9,60,488	8,63,904	3,43,404
Total	32,46,188	20,58,741	5,67,775	1,69,518	2,81,213	10,70,403

7. The increase in the amount of Capital locked up in stores during the year under review on the Great Indian Peninsula Railway chiefly occurs under Permanent-way materials, fuel, locomotive engines and rolling stock. The value of English Stores imported during the year amounted to about 6½ lakhs more than what it was in 1888.

8. On 31st December 1889, the value of the stores in stock on Guaranteed Railways exceeded the limits provisionally assigned for Capital to be locked up in stores to the following extent :

Railway.	Limit assigned.	Stock in hand.	Excess.
	Rs. Lakhs.	Rs. Lakhs.	Rs. Lakhs.
Madras	22½	20½	—1½
South Indian	not fixed.	(a) 35	...
Bombay, Baroda and Central India	21½	34½	13½
Great Indian Peninsula	63	69½	6½
TOTAL	107	124½	17½

(a) — Not included in the total.

Revenue account.

9. Excluding the East Indian, Eastern Bengal, Sindh, Punjab and Delhi and Oudh and Rohilkhand Railways which have now become State lines, the

gross earnings, working expenses, and net earnings of all the Guaranteed Railways during the last five years have been as under:

Year.	Gross earnings.	Working expenses.	Net earnings.
	Rs.	Rs.	Rs.
1885	6,17,90,502	3,14,05,646	3,03,84,856
1886	6,56,49,815	3,19,84,178	3,36,65,637
1887	6,53,95,731	3,26,11,210	3,27,84,521
1888	6,77,52,230	3,36,59,999	3,40,92,231
1889	6,50,98,922	3,40,45,643	3,10,53,279

10. For the year 1889 the net earnings amounted to	Rs.	Rs.
Deduct—		
Interest charged on overdrawn Capital	66,917	
Moiety of Surplus Profits due to Shareholders	41,68,645	
Contributions to Provident Fund	1,91,030	44,29,592

The net receipts by Government due to its connection with the Guaranteed Railways may be stated at ... 2,66,23,687

11. The results of the working of the Guaranteed Railways for the year 1889, based on the contract rates of exchange, is shown in the following table, as also the percentage of Interest and Net Profits on the Capital received. The figures in antique represent gain:

Railway.	Net earnings after deducting payments on account of moiety of Surplus Profits and contribution to the Provident Fund and interest on overdrawn Capital.	Guaranteed interest.	Loss to State.			Per cent. of interest paid on total Capital received.	Per cent. of Net Earnings realised during 1889 on Capital received.
			Amount.	Per open mile.	Per cent. of guaranteed interest.		
	Rs.	Rs.	Rs.	Rs.			
Madras	57,38,244	56,07,103	19,58,910	2,331.02	34.38	4.80	3.21
South Indian	10,72,187	22,25,003	5,53,408	840.58	24.87	4.48	3.36
Bombay, Baroda and Central India	60,25,581	45,30,438	14,56,393	3,357.56	32.74	4.73	6.27
Great Indian Peninsula	1,51,87,435	1,20,54,889	22,32,552	1,733.02	17.23	4.72	5.53
Total 1889	2,06,23,687	2,61,17,187	12,06,500	374.58	4.75	4.73	4.90
1888	2,82,51,183	2,53,35,059	29,15,524	605.19	11.51	4.78	5.33
1887	2,70,98,579	2,52,08,538	18,80,041	585.49	7.46	4.70	5.11
1886	2,77,12,284	2,51,73,645	25,38,639	783.07	10.08	4.68	5.28
1885	2,57,45,375	2,48,13,907	9,31,468	287.22	3.75	4.81	4.90

12. The actual loss to the State during the last five years due to its connection with the Guaranteed Railways, if the payments in England on account of guaranteed interest are converted at the average rates of exchange for the different years, is shown in the following statements:

Year.	Net earnings— <i>vide para. 11.</i>	Guaranteed interest at contract rates.	Loss to State based on preceding column.	Guaranteed interest at the average rate of the year.	Loss to State based on preceding column.	Loss involve in fall in exchange, being difference between columns 4 and 2.
	1	2	3	4	5	6
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
1885	2,57,45,375	2,48,13,907	9,31,468	2,91,39,304	36,93,929	46,25,397
1886	2,77,12,284	2,51,73,645	25,38,639	3,15,58,451	38,76,167	64,14,806
1887	2,70,98,579	2,52,08,538	18,80,041	3,25,67,354	54,78,775	73,58,816
1888	2,82,51,183	2,53,35,059	29,15,524	3,40,18,932	57,47,749	86,83,273
1889	2,66,23,687	2,64,17,187	12,06,500	3,43,44,567	77,21,180	89,27,680

The details for each year are as follows:

1885.

Railway.	Net earnings.	Guaranteed interest at contract rates.	Loss to State based on column 2.	Guaranteed interest at 1s. 6.612d., the average rate of the year.	Loss to State based on column 4.	Loss by exchange, being difference between columns 4 and 2.
	1	2	3	4	5	6
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Madras	32,79,168	56,98,828	24,19,060	67,36,206	34,57,038	10,37,378
South Indian	15,72,921	21,32,817	5,59,896	26,35,655	10,62,734	5,02,838
Bombay, Baroda and Central India	56,61,689	41,90,266	14,71,423	40,52,432	7,09,257	7,02,166
Great Indian Peninsula	1,52,31,597	1,27,91,996	24,39,601	1,51,15,011	1,16,586	23,23,015
TOTAL	2,57,45,375	2,48,13,907	9,31,468	2,91,39,304	36,93,929	46,25,397

1886.

Railway.	Net earnings.	Guaranteed interest at contract rates.	Loss to State based on column 2.	Guaranteed interest at 1s. 6.2965d., the average rate of the year.	Loss to State based on column 4.	Loss by exchange, being difference between columns 4 and 2.
	1	2	3	4	5	6
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Madras	32,39,243	56,98,828	24,69,585	71,24,052	38,95,709	14,26,124
South Indian	14,69,584	21,60,364	6,93,780	28,35,528	13,65,944	6,66,164
Bombay, Baroda and Central India	61,35,473	44,37,881	16,97,597	55,47,675	5,87,803	11,09,794
Great Indian Peninsula	1,68,77,979	1,28,67,572	40,10,407	1,60,80,296	7,97,683	32,12,724
TOTAL	2,77,12,284	2,51,73,645	25,38,639	3,15,58,451	38,76,167	64,14,806

1887.

Railway.	Net earnings.	Guaranteed interest at contract rates.	Loss to State based on column 2.	Guaranteed interest at 1s. 6 1/2 d., the average rate of the year.	Loss to State based on column 4.	Loss by Exchange, being difference between columns 4 and 2.
	1	2	3	4	5	6
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Madras	28,66,358	56,76,848	28,09,690	73,09,539	44,40,178	16,90,168
South Indian	16,05,744	21,01,202	5,85,458	29,48,696	13,42,953	7,57,494
Bombay, Baroda and Central India	67,33,568	44,76,969	12,56,599	67,61,814	28,246	12,94,845
Great Indian Peninsula	1,68,82,909	1,28,64,010	40,18,890	1,65,50,308	3,32,601	36,86,289
TOTAL	2,70,88,579	2,52,08,838	18,80,041	3,25,67,354	54,78,775	73,59,816

1888.

Railway.	Net earnings.	Guaranteed interest at contract rates.	Loss to State based on column 2.	Guaranteed interest at 1s. 4 1/4 d., the average rate of the year.	Loss to State based on column 4.	Loss by Exchange, being difference between columns 4 and 2.
	1	2	3	4	5	6
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Madras	35,21,645	56,08,828	21,77,183	76,23,851	41,02,206	19,25,023
South Indian	16,67,481	22,24,122	5,56,641	31,10,660	14,43,179	8,66,538
Bombay, Baroda and Central India	57,64,106	44,03,045	12,71,061	60,00,715	2,45,009	15,16,670
Great Indian Peninsula	1,72,07,951	1,29,19,664	43,78,287	1,72,74,706	23,245	43,55,042
TOTAL	2,92,51,183	2,53,35,659	29,15,534	3,40,18,932	67,67,749	89,83,273

1889.

Railway.	Net earnings.	Guaranteed interest at contract rates.	Loss to State based on column 2.	Guaranteed interest at 1s. 4 3/4 d., the average rate of the year.	Loss to State based on column 4.	Loss by ex. change, being difference between columns 4 and 2.
	1	2	3	4	5	6
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Madras	37,38,244	56,07,193	19,58,919	76,09,934	30,31,690	19,72,741
South Indian	16,72,157	22,25,653	5,53,496	31,32,516	14,60,359	9,66,663
Bombay, Baroda and Central India	60,23,351	46,30,458	14,86,393	61,10,257	84,466	15,70,796
Great Indian Peninsula	1,51,87,435	1,29,54,883	22,32,553	1,74,32,160	23,44,725	44,77,277
TOTAL	2,66,23,087	2,54,17,187	12,06,500	3,43,44,867	77,21,190	89,27,690

ORDER.—Ordered, that the note by the Accountant General, Public Works Department, and enclosure, be forwarded to the Local Governments, noted in the margin, and to the Department of Finance and the Accountant General, Public Works Department, for information.

Ag. Secy.

Lt.-Col., R.E.,

Dy. Secy. to the Govt. of India.

Document accompanying.
Synopsis.

L

The Secy. to the Govt. of Madras
P. W. D. By: Bk.

with 3 b. & c

Accompaniment to note by Accountant General, Public Works Department, No. 851 R., dated 2nd October 1890.

SYNOPSIS OF TRANSACTIONS OF THE GUARANTEED RAILWAY COMPANIES FROM THE COMMENCEMENT OF OPERATIONS TO END OF THE YEAR 1889.

SYNOPSIS OF TRANSACTIONS OF THE GUARANTEED RAILWAY COMPANIES FROM THE COMMENCEMENT OF OPERATIONS TO END OF THE YEAR 1889.																																																
Under construction on 31st December 1889.	RAILWAY.	CAPITAL SUBSCRIBED.						CAPITAL WITHDRAWN.						Balance of capital in the Government Treasury to meet further expenditure.	CAPITAL OUTLAY.						REVENUE ACCOUNT, 1889.						GUARANTEED INTEREST PAID FOR 1889.			GUARANTEED INTEREST FROM COMMENCEMENT TO END OF 1889.			Net earnings from commencement to end of 1889.	Contribution to Provident Fund from commencement to end of 1889.	Interest charged in accounts on Capital overdrawn from commencement to end of 1889.	Railway Company's moiety of surplus profits, from commencement to end of 1889.	LOSS TO STATE.		CONTROL.		LAND.							
		DURING 1889.			TO END OF 1889.			DURING 1889.			TO END OF 1889.				ON CONSTRUCTION ACCOUNT.		ON STORES.		Gross earnings.	Working expenses.	Net earnings.	Contribution to Provident Fund.	Interest charged on Capital overdrawn.	Surplus profits.	In England.	In India.	Total.	In England.	In India.	Total.	During 1889.	From commencement to end of 1889.					State charge for control for 1889.	State charge for control from commencement to end of 1889.	Value of land made over during 1889.	Value of land made over from commencement to end of 1889.	Value of land reserved to Government during 1889.	Value of land reserved to Government from commencement to end of 1889.	Loss of land revenue on land made over during 1889, capital-tailed.	Loss of land revenue on land reserved to end of 1889, capital-tailed.				
		In England.	In India.	Total.	In England.	In India.	Total.	In England.	In India.	Total.	In England.	In India.	Total.		During 1889.	To end of 1889.	During 1889.	To end of 1889.																											On Surplus (Capital Advance Account).	Total.		
		Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	Rs.																											Rs.	Rs.	Rs.	Rs.
Madras	...	...	...	...	11,03,06,117	...	11,03,06,117	13,23,724	-3,17,776	10,05,949	7,02,25,003	4,01,53,072	11,03,84,005	11,512	12,03,353	11,42,76,811	-3,72,463	2,17,3,921	33,873	11,03,84,005	01,10,894	63,72,473	37,38,421	...	177	...	56,07,193	...	56,07,193	15,73,36,512	...	15,73,36,512	7,29,86,610	...	13,848	...	10,58,949	8,43,53,760	7,500	13,21,334	...	3,47,564	705	8,82,000				
South Indian	...	10,43,499	...	10,43,499	4,90,91,601	13,320	4,97,05,121	17,10,690	-13,85,872	3,94,827	3,87,53,584	1,03,51,275	4,93,84,809	3,20,262	2,43,397	4,50,88,914	66,210	31,60,350	-73,411	4,93,84,809	56,84,843	30,86,712	10,68,131	...	15,074	...	22,25,633	...	22,25,633	4,46,01,942	...	4,46,01,942	2,35,88,730	...	1,03,083	...	6,83,496	2,11,10,888	1,23,053	26,00,005	...	2,085	1,35,004	251	6,45,589			
Bombay, Baroda and Central India	...	27,28,501	...	27,28,501	9,38,42,323	2,36,425	9,60,78,748	16,17,658	-12,59,700	3,67,940	6,44,36,799	3,06,08,008	9,40,45,797	11,32,051	5,72,830	9,16,44,000	-2,76,438	31,67,154	-1,05,368	9,40,45,797	1,32,34,371	60,17,118	76,12,253	...	28,840	20,72,751	45,36,395	3,033	45,39,428	11,40,09,545	2,10,608	11,43,10,243	10,14,30,607	6,71,992	5,32,461	1,14,84,749	-14,86,368	2,84,48,788	2,10,178	42,18,023	...	135	50,73,107	...	19,61,907	911	4,14,189	
Great Indian Peninsula	...	32,75,667	...	32,75,667	26,84,10,347	62,36,093	27,40,57,446	52,50,276	-28,03,050	24,46,617	18,79,09,715	8,71,33,266	27,50,39,981	-3,82,535	16,50,944	26,83,25,813	8,03,904	69,36,168	-2,21,090	27,50,39,981	3,70,08,814	1,90,59,340	1,60,09,474	1,17,858	21,026	59,04,510	1,29,30,185	24,998	1,29,54,883	32,60,36,498	47,24,020	33,67,60,527	31,77,22,390	10,72,545	2,20,061	3,70,88,387	-22,32,562	5,03,28,100	...	1,06,691	56,09,388	...	2,010	55,22,883	2,210	22,93,850		
Total	...	70,48,047	...	70,48,047	33,03,49,588	64,87,844	59,69,87,452	90,12,357	-57,17,915	41,95,342	30,13,23,031	17,44,32,311	53,57,55,242	10,82,100	36,71,445	52,02,05,547	2,81,213	1,50,76,589	-4,36,864	33,57,55,242	0,50,08,023	3,40,46,643	3,10,33,279	1,94,030	69,917	83,37,201	2,13,80,426	27,761	2,54,17,187	64,20,64,497	40,43,727	64,70,08,224	51,57,37,376	16,44,507	8,70,083	4,74,53,176	-12,06,500	18,12,47,584	3,40,128	69,17,927	1,17,283	1,45,02,234	...	2,010	55,22,883	2,210	22,93,850	
Madras	...	...	...	...	10,600,044	...	10,600,044	121,341	-20,129	92,212	6,437,377	4,231,212	10,068,589	1,055	110,307	10,475,374	-34,143	100,100	3,106	10,068,589	835,166	492,477	842,689	...	16	...	622,243	...	622,243	14,421,597	...	14,421,597	0,600,439	...	1,209	...	170,570	7,732,427	...	63,044	2,033,702	...	130,253	2,397,503	...	204,060	4,613,417	
South Indian	...	100,002	...	100,002	4,762,131	1,278	4,763,407	164,900	-128,029	36,880	3,713,885	1,018,831	4,732,716	30,691	23,317	4,404,396	6,345	335,355	-7,095	4,732,716	644,707	889,018	161,779	...	1,531	...	213,592	...	213,592	4,274,353	...	4,274,353	2,260,587	...	0,936	...	63,044	2,033,702	...	130,253	2,397,503	...	204,060	4,613,417				
Bombay, Baroda and Central India	...	250,149	...	250,149	5,785,547	21,072	8,807,210	148,286	-115,474	32,812	5,906,707	2,706,658	8,703,365	103,854	62,002	8,400,701	-25,341	817,822	-15,158	8,703,365	1,213,151	814,003	698,218	6,982	2,614	273,503	415,836	281	416,117	10,159,125	20,139	10,479,264	9,298,630	82,430	48,800	1,060,030	-130,253	2,397,503	...	204,060	4,613,417							
Great Indian Peninsula	...	800,200	...	800,200	24,005,167	671,620	25,176,933	491,275	-237,002	224,273	17,224,782	7,987,216	25,211,998	-35,065	151,337	24,596,533	70,191	63,614	-20,340	25,211,998	3,307,675	1,747,106	1,650,569	10,904	2,010	401,747	1,185,267	2,294	1,187,531	20,880,679	433,036	30,319,715	29,134,537	98,317	20,007	5,206,935	-204,060	4,613,417	...	204,060	4,613,417							
Total	...	650,420	...	650,420	48,822,420	694,774	40,417,203	915,602	-829,035	386,177	32,282,751	16,993,017	40,316,088	100,535	837,663	47,877,004	26,052	1,479,100	-30,436	40,316,088	5,301,080	3,137,504	2,853,685	17,786	6,301	764,233	2,339,638	2,765	2,339,183	59,041,754	433,175	60,404,929	47,974,212	150,747	81,011	4,349,574	-105,280	16,702,349	...	204,060	4,613,417							
Works in addition to those shown in the statement of previous year not shown in earlier statement.																																																

(a) Works in addition 7-85 miles of Pondicherry Line opened for Traffic, 16th December 1879.
(b) Works in addition 82-93 miles of the Villupuram-Guntakal State Railway, Nellore Branch, opened for traffic, 15th September 1887.
(c) Ditto 20-12 miles of the Patni Salt Railway.
(d) 15-50 miles of the Dhond and Mahmud, Khangaon-Amroli Railways.

No. 1108 R of 14-10-89.

P.W. C. No. 10757

No. 11-11-90.

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B. No 1842 R of 19th Nov 90

~~Mr. J. H. Garretts~~

2 R 17/10/90

Communicated to
the Consulting Engineer for
Railways with reference
to Prop. No. 1108 R dated
14th October 1889.

B.

No 1842 R of 19th Nov 90.

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