

Public Works (1893) Department.

RAILWAY BRANCH.

G.O., No. 234 - R

DATED 6th February

[Despatch Abstract.]

Capital & Revenue Accounts, Madras Railway.
Letter from the Govt of India inviting attention
to certain points in the — for the half year
ending 30th June 1892, communicated to the
Works Engineer.

BACK PAPERS.

[illegible]

FURTHER PAPERS.

[illegible]

6TH FEBRUARY 1893, No. 234 R., PUBLIC WORKS.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Railway.

Read the following paper :—

From the Under-Secretary to the Government of India, Public Works Department (Railway Statistics), to the Joint Secretary to the Government of Madras, Public Works Department, Railway Branch, dated Simla, 14th January 1893, No. 16 R. Stat.

With reference to the Capital and Revenue Accounts of the Madras Railway for the half-year ending the 30th June 1892, and note by the Officiating Consulting Engineer for Railways thereon, received under your endorsements Nos. 2409 R., Public Works, dated the 10th October 1892, and 2682, dated the 12th November 1892, respectively, I am directed to invite attention to the following points.

2. *Revenue Account, Abstract II—Coaching traffic.*—The reduction in the third-class fare, by mail trains, from 3 to 2½ pies per mile and the date of the reduction should have been noted at foot of the abstract as required by the standard form.

3. *Consulting Engineer's Note, paragraph 19.*—The ton-mileage of "Merchandise, general," for the first half of 1892 has been shown as 53,236,603 instead of 56,236,603.

4. *Paragraph 27.*—It is stated that there was a decrease of 3,420 tons and of Rs. 25,367 under "Grain—Rice," but from the commodity statement it is observed that the decrease occurred in the tonnage lifted alone while there was an increase of Rs. 25,367 in the earnings.

5. *Paragraph 74.*—The tonnage of goods lifted during the first half of 1992 has been shown as 458,497 instead of 558,497.

6. I am further to invite attention to the following statement showing certain results in connection with the working of the goods traffic on this railway as compared with those on certain other railways:—

	North-Western Railway Commercial section.	Oudh and Rohilkhand Railway.	Eastern Bengal State Railway standard gauge.	South Indian Railway.	Madras Railway.
Average sum received for carrying a ton one mile ..	5 42	6 59	7 01	7 35	8 33

	North-Western Railway Commercial section.	East Indian Railway.	Bombay-Barda and Central India Railway.	Madras Railway.
Average number of tons in a train	138 60	212 79	193 09	104 87
Percentage of freight upon capacity hauled	84 06	83 25	66 09	42 17

ORDER—dated 6th February 1893, No. 234 R., Public Works.

Communicated to the Consulting Engineer for Railways with reference to Proceedings No. 2408 R., dated 10th October 1892.

(True Extract.)

Major, R.E.,
Offg. Under-Secy. to Govt., P.W.D.,
Railway Branch.

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

RAILWAY.

Govt. of {1893} Madras.
PUBLIC WORKS.

Dated February, 6th.

Recd.

Encl.

G.O., 6th Feb. 1893, No. 234 R.

FEBRUARY.

Capital and Revenue Accounts, Madras Railway

Letter from the Government of India
inviting attention to certain points in the
— for the half-year ending 30th June 1892,
communicated to the Consulting Engineer,

10TH OCTOBER 1892, No. 2408 R., PUBLIC WORKS.

GOVERNMENT OF MADRAS. PUBLIC WORKS DEPARTMENT.

Railway.

Read the following paper:—

From the Consulting Engineer for Railways, dated Madras, 6th October 1892,
No. 733.

Capital and Revenue Accounts, Madras Railway, for the half-year ended the 30th June 1892.

Brief note on the Capital and Revenue Accounts of the Madras Railway for the half-year ending 30th June 1892.

The following table shows the principal features of the working during the last five half-years:—

	1890.		1891.		1892.
	First half.	Second half.	First half.	Second half.	First half.
Average miles open	no. 839	no. 838	no. 839	no. 839	no. 839
Gross earnings	Rs. 47,22,838	Rs. 47,84,297	Rs. 46,91,165	Rs. 46,52,528	Rs. 47,45,103
Working expenses	25,04,946	24,79,709	27,39,735	26,98,424	26,73,054
Profits	22,17,892	23,03,588	19,51,430	19,55,099	20,72,050
Gross earnings per mile per week	217.70	216.89	216.24	211.01	217.62
Percentage of expenses to receipts	53.04	51.84	59.40	57.99	56.33
Train miles	1,187,558	1,273,244	1,233,923	1,246,304	1,246,122
Earnings per train mile	Rs. 3.977	Rs. 3.757	Rs. 3.802	Rs. 3.612	Rs. 3.811
Passenger traffic (excluding troops and police and season tickets)—	no.	no.	no.	no.	no.
Number .. First class	7,381	7,240	7,144	7,151	6,829
Second	18,907	19,702	19,622	18,741	20,140
Third	4,180,412	4,129,799	4,202,484	3,915,735	4,256,512
Total	4,206,680	4,156,741	4,229,249	3,941,627	4,283,481
Receipts .. First class	Rs. 74,873	Rs. 64,392	Rs. 74,363	Rs. 70,500	Rs. 70,845
Second	69,893	68,252	73,647	68,783	72,650
Third	13,68,052	14,47,772	13,94,678	12,72,264	13,51,793
Total	13,14,818	15,84,406	15,46,988	14,09,552	14,95,277
Goods traffic (excluding railway materials, military stores and coal)—	no.	no.	no.	no.	no.
Tons lifted	397,478	444,635	397,745	422,275	350,775
Ton mileage	58,048,047	65,873,952	63,121,922	68,166,747	56,258,603
Receipts	Rs. 24,11,705	Rs. 26,11,315	Rs. 21,97,565	Rs. 25,55,598	Rs. 25,97,268

2. The gross earnings exceed those of the corresponding half of 1891 by Rupees 53,937, a result which has probably been effected by the introduction of terminal charges in January 1892, whereby the goods receipts have been considerably augmented.

3. The fall in the working expenses of Rs. 66,683 is explained by the inclusion in the accounts of the first half of 1891 of the cost of 8 new locomotives. The gain

due to the latter is, however, greatly diminished by the extra cost of materials for maintenance. The percentage of expenses to receipts fell from 68.40 to 66.33.

4. The number of train miles run shows an increase which is mainly due to the running of the Madras-Renigunta mixed train through to Raichur and vice versa from 1st October 1891. The receipts per train mile rose from Rs. 3.802 to Rs. 3.811.

5. The increase in the earnings, as compared with the second half of 1891, is made up as follows:—

	Increase. RS.	Decrease. RS.
Passengers (excluding troops and police and season tickets).	...	51,711
Other items of coaching traffic	21,108	...
General merchandise	49,703	...
Other items of goods traffic	37,97	...
Electric telegraph and sundries	...	2,860
Total	1,08,508	84,571
Increase	53,937	

The decrease under passengers (excluding troops and police and season tickets) is chiefly due to diminished receipts from the third-class traffic resulting from the reduction of the third-class mail fare from 3 to 2½ pice, which came into force on 1st August 1891.

The decrease in earnings under "Sundries" is due to the realization of smaller amounts from the sale of revenue maintenance stores. The increase under "Other items of coaching traffic" is accounted for by troops and police and passengers' luggage having been conveyed for greater distances. Under "General merchandise" there was considerable improvement in the items "bark (tanning)," "cholum and cumbu," "hides and skins," "oils," "salt," "tobacco," and "coffee," and a large falling off in "cotton, raw," "ragi," "railway plant," and "timber." On the whole, the tonnage lifted was less than in the corresponding half of 1891, but the receipts were greater owing to the terminal charges levied. The quantity of coal carried both for the public and revenue was much greater than in the first half of 1891.

6. The decrease in the working expenses is made up as follows:—

	Increase. RS.	Decrease. RS.
Maintenance	...	...
Locomotive	86,636	...
Carriage and wagon	...	2,31,857
Traffic	49,655	...
General charges	9,585	...
Special and miscellaneous charges	32,102	18,854
Total	1,82,028	2,50,711
Decrease	68,683	

The increase under "Maintenance" is principally due to heavier outlay on materials; the "Carriage and wagon" expenses were also greater on account of heavier repairs and renewals of vehicles and of machinery, tools and plant. The excess in "Traffic" expenses falls mainly under general superintendence and loss by exchange. The increase under "Special and miscellaneous" includes heavier compensation paid for lost and damaged goods, larger payments to foreign lines and contributions to the Railway Provident Institution. The decrease under "Locomotive" has already been explained. The reduction in "General charges" is mainly the result of lower expenditure in the audit department in consequence of the reorganisation of the audit staff.

MADRAS,
30th September 1892.

(Signed) R. E. TOMLIN, Lieut., R.E.,
for Offg. Consulting Engineer for Railways.

Submitted to Government for transmission to the Government of India.

ORDER—dated 10th October 1892, No. 2409 R., Public Works.

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

(Here enter No. 2409 R., Public Works, dated 10th October 1892.)

(True Extract.)

(Signed) F. B. WALKER,
Offg. Joint Secy. to Govt., P.W.D.,
Railway Branch.

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

ENDORSEMENT—dated 10th October 1892, No. 2409 R.; Public Works.

Forwarded

(By Order.)

(Signed) F. B. WALKER,
Offg. Joint Secy. to Govt., P.W.D.,
Railway Branch.

Exd. J. Henricus.
Spare Copies

RAILWAY.

Gobt. of (1892) Madras.

PUBLIC WORKS.

Dated October, 1915.

Recd.

Encl.

G.O., 10th Oct. 1892, Nos. 2408,
2109 R.

OCTOBER.

Capital and Revenue Accounts,
Madras Railway

Forwarding copy of Proceedings embody-
ing the —, with a brief note thereon, for the
first half of 1892.

12TH NOVEMBER 1892, No. 2681 R., PUBLIC WORKS.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Railway.

Read the following paper:—

From the Consulting Engineer for Railways, dated 3rd November 1892, No. 787.
Note on the Capital and Revenue accounts, Madras Railway, for the half-year ended
the 30th June 1892.

CAPITAL.

1. *Statement No. V.*—The Capital expenditure for the half-year, after crediting
a sum of Rs. 50,523-7-7, amounted to Rs. 4,14,404-4-3 and was incurred chiefly
on the reconstruction of the Pápaghni bridge, on additions and alterations at stations,
on the extension of the block system, and on rolling-stock. The credit of Rupees
50,523-7-7 was the proportion transferred to Revenue of the total outlay on the
Pápaghni bridge, sale of bungalow at Rénigunta, &c.

2. *Statement No. VI.*—The total Capital outlay, including suspense, from the
commencement of operations to the end of the half-year under review was
Rs. 11,97,94,338 and the expenditure, excluding suspense, Rs. 11,66,59,758, which
gives an average of Rs. 1,38,997 per mile open.

REVENUE.

3. *General Results.*—The following table shows the general results of work-
ing:—

	Half-year ending June 1891.	Half-year ending June 1892.	Difference.	
	MILES.	MILES.	MILES.	PER CENT.
Mean mileage worked	839 30	839 30	+	01
Train mileage	1,233,923	1,246,122	+	11,199
Average number of trains over the whole line daily in both directions	8.12	8.15	+	.03
Gross earnings	Rs. 44,91,165	Rs. 47,46,102	+	Rs. 2,54,937
Working expenses	27,39,735	26,73,062	—	66,673
Net earnings	19,51,430	20,72,050	+	1,20,620
Percentage of working expenses to gross earnings	68.40	56.33	—	12.07
Percentage of net earnings to Capital outlay, including suspense	1.65	1.73	+	0.08

4. The gross earnings per mean mile worked per week averaged Rs. 217 against Rs. 215 and were realised at a cost of 56.33 per cent. against 58.40 per cent. in the corresponding half of the previous year.

5. The net earnings for the half-year, after paying the contribution to the Provident Institution, fell short of the guaranteed interest by Rs. 8,25,547. During the half-year the percentage of net earnings on the total Capital outlay, including suspense, was 1.73 as compared with 1.65 in 1891.

6. *Gross Earnings*.—The following table shows the gross earnings for the two half-years:—

	Half-year ending June 1891.	Half-year ending June 1892.	DIFFERENCE.	
			Amount.	Per cent.
Coaching	Rs. 18,71,429	Rs. 18,40,928	— 30,501	— 1.64
Goods	27,26,249	28,13,649	+ 87,400	+ 3.21
Electric telegraph	9,965	9,276	— 689	— 6.92
Steam boat	84,432	81,262	— 3,170	— 3.77
Sundries	46,91,165	47,48,102	+ 56,937	+ 1.16
Total				

7. *Abstract II—Coaching Traffic*.—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.
First half of { 1891	8,086	Rs. 82,299	37,002	Rs. 1,08,277	4,372,129	Rs. 14,38,613	4,417,217	Rs. 16,29,189
1892	8,701	78,245	35,153	99,471	4,446,919	14,10,401	4,490,773	16,88,217
Increase	615		1,849	8,806	74,790		73,556	
Decrease		3,954			28,212			40,972

8. The first-class traffic shows an increase in numbers of 615, but the receipts were diminished by Rs. 3,954, of which Rs. 1,129 falls under the head of Troops and Police.

9. The second-class traffic shows a falling off of 1,849 in numbers and Rs. 8,806, which again is almost entirely accounted for by the loss of Rs. 8,021 under Troops and Police.

10. In the third-class traffic, the decrease of Rs. 28,212 in earnings against an increase of 73,556 in the number of passengers may probably be explained by the reduction in the third-class mail fare from 3 pies to 2½ pies per mile in August 1891. Owing, however, to the succession of bad seasons, which has prevailed, it is impossible to form any reliable opinion as to the effect which this reduction may have had on the third-class traffic. The total number of third-class passengers carried during this half-year, viz., 4,414,112 (ordinary), is greater than in any previous half-year and exceeds the highest number recorded (second half of 1889) by 43,584.

11. Under Troops and Police, third class, an increase of Rs. 18,499 appears. This is mainly due to an amount paid in part settlement of a claim against the Examiner of Commissariat Accounts, Poona, and to a movement of troops between Mettupalaiyam and Bangalore and Secunderabad in January and March 1892.

12. Passengers' luggage shows the large increase of Rs. 10,982, which is partly attributable to the increased carriage of treasure in the half-year under review.

13. The receipts from horse, carriage and dog traffic are Rs. 2,048 more than in the corresponding period. The amount received for military horses is also Rs. 749 more than in the half-year ending 30th June 1891.

14. The receipts from parcels for the public show a decrease of Rs. 2,629, owing to smaller traffic in vegetable and fruit, this produce being affected by the failure of the monsoons.

15. *Special Trains*.—During the past half-year fewer special trains have been required and the receipts therefore show a decrease of Rs. 6,259.

16. *Abstract I—Goods Traffic*.—The following is a summary of the tonnage of goods lifted and the earnings therefrom as compared with the corresponding period 1891:—

	HALF-YEAR ENDING JUNE 1891.		HALF-YEAR ENDING JUNE 1892.	
	Quantity.	Earnings.	Quantity.	Earnings.
	TONS.	RS.	TONS.	RS.
Merchandise, general	397,745	24,87,565	356,775	25,37,268
Military stores	855	43,785	981	43,921
Railway materials for construction	17,842	26,060	25,952	26,879
Coal (including locomotive revenue)	17,401	77,221	31,243	1,17,546
Revenue stores excluding locomotive coal	159,286	63,668	143,546	67,081
Other goods traffic	..	28,049	..	30,958
	693,129	27,26,248	638,497	28,13,648
Less outstandings irrecoverable or not recovered	..	..	..	..
Total	693,129	27,26,248	638,497	28,13,648

17. The increased weight under the head of "Railway Materials for Construction" of 8,110 tons is principally caused by the inclusion in the past half-year of the weight of ballast carried on Capital account.

18. Under the head of "Coal" (including locomotive revenue) the increase of tons 13,842 and Rs. 40,326 is chiefly attributable to larger traffic for the Kolar gold mines from Madras.

19. Under "Merchandise, General," there is a decrease in tonnage of 40,970 tons or 10.3 per cent., but an increase in receipts of Rs. 49,703 or 2.0 per cent.—a result which is undoubtedly due in part to the introduction of terminal charges. These charges, at the rate of 4 pies per maund at each end for local and at the Madras end for foreign traffic, came into force on 1st January 1892. The increase in receipts would have been much higher but for the small amount earned by the carriage of railway material and rolling-stock, which shows a decrease of Rs. 99,558 owing largely to the completion of the Villupuram-Guntakal State Railway. The ton mileage fell from 63,121,932 to 53,236,603 or by 10.91 per cent., while the average rate per ton mile rose from 7.56 pies to 8.66 pies.

20. The total receipts from the goods traffic (exclusive of railway material and revenue stores) increased 3.19 per cent., or by Rs. 83,139, although the tonnage lifted fell from 413,672 to 380,362, a decrease of 8.05 per cent. Thus, if it had not been for the terminal charges, the earnings would also have been seriously diminished.

The extent to which they were of value may be seen from the following:—

(1) Local terminal traffic	4,396,055 maunds at 8 pies =	Rs. 1,83,169
(2) Foreign	2,905,152 " at 4 " =	60,524
Total		2,43,693

After deducting 8,320 tons for railway plant and rolling-stock, the balance of the decrease in tonnage is about equally divided between traffic which paid terminal charge and traffic which did not, both being equally affected by the partial failure of the monsoons and the figures above therefore seem to indicate a clear source of profit.

12TH NOVEMBER 1892, No. 2681 R., PUBLIC WORKS.

21. The following table shows some of the principal commodities included under the head of "Merchandise, General," carried during the two half-years under comparison:—

	HALF-YEAR ENDING JUNE 1891.		HALF-YEAR ENDING JUNE 1892.	
	Quantity.	Earnings.	Quantity.	Earnings.
Coal and coke				
Coffee	TONS.	RS.	TONS.	RS.
Cotton—	16,018	79,720	22,608	1,06,417
Raw	8,492	34,199	6,748	63,807
Dyes and tans—				
Bark (tanning)	10,192	1,29,009	6,667	93,370
Grain—				
Rice	6,872	57,610	8,440	91,085
Cholum and cumbu	82,847	1,27,863	24,927	1,52,930
Gram	11,792	85,004	24,326	1,91,577
Ragi	17,241	96,700	14,418	80,147
Others	33,241	1,71,327	16,823	1,00,180
Hides and skins—				
Skins of sheep, &c.	18,636	86,497	12,912	66,924
Jute—				
Gunny bags and cloth	6,190	1,10,921	9,903	1,40,358
Metals—				
Iron	3,723	82,802	2,632	22,386
Oils—				
Kerosine	7,618	72,763	6,260	69,357
Oil-seeds—				
Till or gingelly	1,921	16,653	3,841	34,887
Others	2,872	16,412	4,747	39,962
Provisions—				
Cocoanuts	23,358	62,636	13,943	46,782
Hotel-nuts	3,311	26,613	3,627	32,508
Vegetables	3,321	36,671	3,942	34,850
Others	6,724	39,067	6,298	45,121
Railway plant and rolling-stock	23,148	1,42,641	21,960	1,61,984
Salt	10,220	1,13,614	1,990	12,956
Sugar, undrained	27,229	1,60,688	30,213	1,68,178
Stone and lime	14,470	95,899	13,268	99,602
Tobacco	12,647	26,787	10,840	36,130
Wood—				
Timber	8,872	60,646	7,478	72,048
Firewood	19,837	1,20,500	16,738	98,474
All other articles of merchandise—				
Unmanufactured	17,929	24,730	14,610	16,823
Manufactured (others)	12,333	16,852	10,320	24,576
	17,591	1,63,957	17,065	1,73,147

22. *Coal and Coke*.—Increase of 6,588 tons and Rs. 27,697. This is due to larger exports of coal from Madras to Kolar for the gold mines.

23. *Coffee*.—Increase of 2,236 tons and Rs. 21,608. This increase arises mainly on traffic booked from Bangalore, Coimbatore and Palghat.

24. *Cotton (Raw)*.—Decrease of 3,625 tons and Rs. 36,299. This decrease is in both local and through traffic, smaller quantities being despatched from Tadpatri, Adoni, Tirupur, and the Southern Mahratta Railway to Madras owing to a failure in the crop and from the Coimbatore district to Malabar.

25. *Dyes and Tans—Bark (Tanning)*.—Increase of 2,068 tons and Rs. 33,475. This is chiefly due to larger despatches from Bellary and the Southern Mahratta and Great Indian Peninsula Railways, the local traffic from Gooty also showing some improvement.

26. *Grain*.—The total quantity of grain carried was 103,073 tons, yielding a revenue of Rs. 6,06,282 against 115,605 tons and Rs. 5,83,562 in the corresponding month of 1891. This result is probably due partly to the failure of the last north-east monsoon and partly to the growing tendency among the merchants to import less grain in anticipation of good crops following the monsoons. The fluctuations in the different kinds of grain carried are explained in the following paragraphs.

27. *Grain—Rice*.—The decrease of 3,420 tons and Rs. 25,367 was caused by smaller despatches from Arcot to Madras and the Bangalore branch, from Katpadi and the West Coast to the Malabar and Coimbatore districts and by a falling off in the through traffic from the Great Indian Peninsula Railway and the Nizam's dominions to the South Indian and Southern Mahratta Railways.

28. *Grain—Cholum and Cumbu*.—The increase under this head, viz., 16,534 tons and Rs. 1,05,973 is again the largest of the half-year, and is practically all due to traffic from the Great Indian Peninsula Railway *via* Raichur.

29. *Grain—Gram*.—Decrease of 2,813 tons and Rs. 15,553. This was the result of a decline in the through traffic from the Mysore dominions and the Great Indian Peninsula Railway to Madras, and from Tirupatūr and the Southern Mahratta Railway to the Coimbatore and North Arcot districts.

30. *Grain—Ragi*.—This item shows the large decrease of 16,516 tons and Rs. 71,147 on account of smaller despatches from the Mysore dominions and stations on the Bangalore branch, especially Bangalore city and Kolar road.

31. *Grain—Others*.—All other grains show a decrease of 5,723 tons and Rs. 19,573, the falling off being principally in consignments from Chingleput to Madras and the Salem district, from the Southern Mahratta Railway, Kolar road and Cuddapah to the Coimbatore district, and in the through traffic from Raichur.

32. *Hides and Skins* show an increase under *Sheep Skins* of 1,713 tons and Rs. 29,432, a considerable portion of which is attributable to consignments received *via* Raichur and Guntakal; the local traffic generally however shows an advance.

33. *Jute—Gunny Bags and Cloth*.—The decrease of 1,090 tons and Rs. 10,116 arises on the despatches to the Bangalore branch from Madras, Coimbatore and Calicut and to North Arcot from the Salem district.

34. *Metals—Iron*.—The smaller consignments from Madras to Coimbatore and the Bangalore branch produced a decrease of 1,253 tons and Rs. 3,406.

35. *Oils—Kerosine*.—The traffic in this commodity continues to improve and an increase appears of 1,720 tons and Rs. 21,234 chiefly on the consignments from Madras to the Bangalore branch.

36. *Oil-seeds—Gingelly*.—There is an increase of 1,875 tons and Rs. 23,550 mainly due to traffic received *via* Raichur.

37. *Oil-seeds—Others*—show a decline of 9,413 tons and Rs. 16,853, which chiefly occurs in the local traffic between Madras and the districts traversed by the South-west Line and that from Tirupatūr, Arcot and the Chingleput district to the South Indian Railway.

38. Under *Provisions, Cocoanuts* show an increase of 216 tons and Rs. 5,893 and *Hotel-nuts* an increase of 221 tons and Rs. 179. *Vegetables* decreased by 428 tons, but increased in receipts by Rs. 6,054 owing to smaller despatches from Cuddapah and Whitefield to Madras and from Salem to North Arcot, this produce having suffered from the recent bad season. *Other Provisions* show a falling off of 1,178 tons, but an increase in receipts of Rs. 8,444, chiefly in the traffic on the South-west Line.

39. *Railway plant and Rolling-stock*.—The decrease of 8,230 tons and Rs. 99,553 has already been accounted for, there having been a large quantity of materials carried in the corresponding half-year of 1891 for the Villupuram-Guntakal State Railway which is now completed.

40. *Salt*.—The salt traffic shows a welcome improvement, there being an increase of 2,984 tons and Rs. 7,590. There were larger despatches from Madras to Cuddapah and other stations on the North-west Line to the Salem and Coimbatore districts and to the Bellary-Kistna and South Indian Railways. There was a slight decline, however, in the traffic from Madras to the Bangalore branch and Mysore, which are better served by the Southern Mahratta and Mysore State Railways, showing that Bombay salt is gaining ground in that part of the country.

41. *Sugar (Undrained)* shows a decrease in weight of 1,215 tons, but an increase in receipts of Rs. 3,604, there being a smaller number of despatches from the Southern Mahratta Railway and over other short leads, while the receipts benefited by the longer carriage of other consignments.

42. *Stone and Lime* shows a decrease in weight of 1,907 tons, but an increase in earnings of Rs. 9,363. Smaller quantities of materials were conveyed for the new High Court buildings in Madras, but the heavier earnings were obtained from longer leads.

43. *Tobacco* shows a considerable improvement, the increase in weight being 1,806 tons and in receipts Rs. 21,498. This is chiefly attributable to traffic from local stations between Erode and Palghat and also to heavier traffic received via the South Indian Railway.

44. *Wood—Timber*—shows a decrease of 3,099 tons and Rs. 22,026 owing to lighter despatches in both directions between Madras and North Arcot and from Olavakód to the Salem district and the South Indian Railway.

45. *Wood—Firewood*—also shows a decrease of 3,419 tons and Rs. 8,208, smaller quantities being conveyed to Kolar road for the gold mines and also from the North Arcot and Chingleput districts to Madras.

46. Under *All other Articles of Merchandise, Unmanufactured* shows a decrease in weight of 1,913 tons but an increase in receipts of Rs. 8,724, there being smaller despatches of laterite from Ambatúr and Avádi to Madras, while other articles were conveyed for greater distances.

47. *Manufactured (Others)* show likewise a decrease in tonnage of 526 tons, but an increase in receipts of Rs. 11,190.

48. *Working Expenses*.—The working expenses of the two half-years compare as follows:—

	FIRST HALF OF 1891.		FIRST HALF OF 1892.		DIFFERENCE.	
	Amount.	Per cent. on gross earnings.	Amount.	Per cent. on gross earnings.	Amount.	Per cent.
Maintenance	Rs. 5,86,047	12.49	Rs. 6,72,733	14.18	+ 86,686	+ 14.79
Locomotive	11,67,978	24.90	9,38,121	19.73	- 2,31,857	- 19.65
Carriage and wagon	2,55,227	5.44	3,03,824	6.40	+ 48,597	+ 19.06
Traffic	4,18,937	8.93	4,28,521	9.03	+ 9,584	+ 2.23
General	2,89,763	6.18	2,70,909	5.71	- 18,854	- 6.61
Steam boat	21,783	..	..	..	..	..
Special and miscellaneous	..	..	..	..	..	..
Total	27,39,735	68.40	26,73,052	58.33	+ 66,683	+ 3.43

49. *Abstract A—Maintenance of Way, Works and Stations*.—The increase in the Engineering department is Rs. 1,19,488, but this is reduced by an extra credit of Rs. 32,802 for returned stores and charges to the Fire Insurance Fund, the net result being an increase of Rs. 86,686.

50. Under "General Superintendence" there is a decrease of Rs. 4,040, which is more than accounted for by the saving consequent on the Chief Engineer having acted during the whole of the half-year now under review as Agent and Manager; small increments were granted to some of the Assistant Engineers under agreements, and one Engineer was on special survey work during a part of the first half of 1891.

51. A small increase under Subordinate Superintendence and Allowances was caused by an increase in the number of men employed.

52. Under "Maintenance and Renewal of Permanent-way" the increase of Rs. 75,972 falls under ordinary expenditure, but of this amount an apparent increase of Rs. 22,951 is caused by a credit of that sum in the first half of 1891 for amount transferred to Capital for laying new permanent-way over certain bridges on the North-west Line.

53. The outlay on "Repairs of Stations and Buildings" is greater by Rs. 16,772, being all ordinary expenditure.

54. The increase of Rs. 32,284 under "Unclassified Expenditure" is more than accounted for by the charge for "Loss by Exchange," the rate being lower by 1.555 d, and the issue of English stores being greater by Rs. 38,196. Carriage of Revenue stores cost Rs. 3,168 less than in the corresponding half of 1891.

55. The extra amount chargeable to the Fire Insurance Fund is for the stores, &c., destroyed by fire at the Pápaghni bridge.

56. The number of miles of rails renewed during the half-year was 35,7385 against 21,2397 miles in the first half of 1891.

57. The cost of maintaining a mile of single track, including sidings, was Rupees 666.92 against Rs. 584.73.

58. *Abstract B—Locomotive Expenses*.—The net decrease in Abstract B amounts to Rs. 2,31,857 and may be taken as wholly due to the charge for 8 new engines in the first half of 1891, the cost of which was Rs. 2,31,352 less a credit of Rs. 15,897 for sale of old engines.

59. Under "General Superintendence" the increase of Rs. 5,987 is accounted for by the appointment of a Deputy Locomotive Superintendent in October 1891 and higher salaries drawn by the assistants; there were also enhanced charges for subordinate superintendence and supplies of stationery and printed forms.

60. Under "Running Expenses" the increase of Rs. 4,638 is accounted for by the increase of 18,372 in engine mileage. The decrease under "Fuel" is partly caused by the greater consumption of cheaper coal in place of patent fuel, but, though the consumption of coal and patent fuel is slightly in excess of that of the two previous half years, the cost of the total quantity consumed as well as the cost per mile is appreciably less. The increase under "Water" is accounted for by the extra mileage run, as well as by the drought experienced throughout the half-year.

61. The decrease of Rs. 1,77,762 in "Maintenance and Renewals of Locomotive Engines" is caused by the debit in the first half of 1891 of the cost of 8 new engines. There is an increase in "Maintenance of Machinery, &c.," of Rs. 8,621. The excess under Labour in both items is due to the large amount of overtime necessary to maintain sufficient engine power for the traffic.

62. The decrease under "Unclassified Expenditure" is caused by the charge for "Loss by Exchange" on the cost of the 8 new engines included in the accounts for the corresponding half of 1891.

63. The cost of the department per train mile was As. 12.03 against As. 15.14 and per engine mile As. 10.11 against As. 12.77.

64. *Abstract C—Carriage and Wagon Expenses*.—As regards the increase under "General Superintendence," the explanation given for Abstract B is applicable here also, while, in addition, the proportion chargeable to this account was higher, the total expenses being in greater proportion than in the first half of 1891. This was the result of heavier repairs and renewals, a portion of the latter being of an expensive nature.

65. The increase of Rs. 29,091 under "Repairs and Renewals of Vehicles" may be accounted for by the fact that 427 more vehicles passed through the shops than in the second half of 1891.

66. There is an increase of Rs. 7,250 under "Repairs, &c., of Machinery."

67. The increase of Rs. 9,092 under "Unclassified Expenditure" is due to the extra charge for "Loss by Exchange" through the lower rate ruling and an increase of Rs. 6,396 in the value of English stores used on Revenue account.

68. The carriage and wagon expenses per train mile were As. 3.90 against As. 3.31 and per 1,000 vehicle miles run by home vehicles Rs. 12.84 against Rs. 10.15 in the corresponding half of 1891.

69. *Abstract D—Traffic Expenses*.—The decrease under "Salaries, Wages, &c.," of Rs. 6,549 is more than accounted by credit now given for the first time of the proportion received from foreign lines for traffic staff charged to joint stations, which amounts to Rs. 11,123, and there are further decreases amounting to Rs. 4,350 on account of the retirement of one officer and the absence of another on sick leave during the half year. Against this there are increases consequent on promotions and increments in salaries of the staff and the appointment of an additional assistant in July 1891.

70. The increase under "Fuel, &c., and General Stores" is caused by the issue of new steel yards and weighing machines, and would have been greater but for the

credit of Rs. 4,166 under this head for recoveries from other lines for share of joint station expenses.

71. There are small increases under "Clothing, Printing, &c.," and "Miscellaneous Expenses," the latter being caused by the bonus paid to the Inspector of Station Machinery for passing in Tamil and his return passage to England.

72. The increase under "Payments to other Lines" is caused by the inclusion for the first time under this abstract of the estimated proportion of Guntakal joint station expenses due from the Madras Railway for traffic charges.

73. The increase under "Unclassified Expenditure" is caused by the rate for "Loss by Exchange" being lower and the amount of English stores used, being greater by Rs. 8,290.

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

	1st half of 1891.	1st half of 1892.	Difference.	
	TONS.	TONS.	TONS.	PER CENT.
Tonnage of goods	693,129	458,497	— 234,632	— 34
	TON MILES.	TON MILES.	TON MILES.	
Ton mileage of goods	70,391,236	64,720,758	— 5,670,478	— 8.08
	RS.	RS.	RS.	
Station staff	1,98,405	1,87,281	— 11,124	— 5.61
Train staff	49,167	47,246	— 1,921	— 3.91

75. The total cost of the department averaged As. 5.51 against As. 5.43 per train mile in corresponding half of 1891.

76. *Abstract E—General Charges.*—There are decreases of Rs. 685 under "Home Expenditure," of Rs. 19,088 in "Salaries, &c., Indian Management" and of Rs. 5,437 under "Police," while there are increases of Rs. 2,091 under "Electric Telegraph" and Rs. 3,413 in "Unclassified Expenditure;" the net result is a decrease of Rs. 18,853.

77. The decrease under "Salaries, &c., of Indian Management" is almost wholly accounted for by the saving of Rs. 17,635 in the Audit office which is mainly caused by the inclusion in the accounts for the first half of 1891 of the bonus (Rs. 16,364) paid to the late Chief Auditor. There was an increase under General Stores owing to the pay of a second officer being charged thereto during the absence on leave of the Store Auditor.

78. The saving under "Police" is caused by the abolition of the post of Superintendent of Watchmen and reductions in numbers of watchmen, &c.

79. The increase of Rs. 2,091 under "Electric Telegraph" is due to the inclusion of the full pay of an additional Inspector appointed in May 1891 and to an increase of Rs. 1,614 in the charges for maintenance.

80. The increase under "Unclassified Expenditure" is caused by the extra charge for "Loss by Exchange" owing to the lower rate.

81. *Abstract G—Special and Miscellaneous.*—There are increases under "Compensation," "Rates and Taxes," "Payments to other Lines" and "Contribution to Provident Institution," while there are small decreases under "Law Charges" and "Miscellaneous." The increase of Rs. 4,112 under "Compensation" is almost entirely cancelled by the credit of Rs. 3,708 charged to Fire Insurance Fund. The increase under "Rates and Taxes" is mainly due to the extra charge of Rs. 1,065 at Cuddapah. The increase under "Payments to other Lines" is due to the excess of Rs. 16,322 in the gross charges for mileage and demurrage. The "Contribution to Provident Institution" did not appear in the accounts for the first half of 1891; hence the apparent increase of Rs. 19,850.

82. The decrease under "Miscellaneous" is caused by the lower cost of railway schools (Rs. 891), which is reduced by the increase of Rs. 214 under "Conservancy."

83. *Statement of Train Mileage No. XVII.*—As compared with the first half of 1891 there was an increase in the train mileage of 11,199 miles or 20 per cent.; the miscellaneous engine mileage was 19.02 per cent. of the train mileage run against 18.61 per cent. in the corresponding half of the previous year.

(Signed) R. E. TOMLIN, Lieut. R.E.,
for Offg. Consulting Engineer for Railways.
MADRAS,
18th October 1892.

Submitted to Government, for transmission to the Government of India, in continuation of this office endorsement No. 733, dated 6th October 1892.

ORDER—dated 12th November 1892, No. 2681 R., Public Works.

Ordered to be forwarded to the Government of India and to the Secretary of State in continuation of Proceedings No. 2408 R., dated 10th October 1892.

(Here enter No. 2682 R., Public Works, dated 12th November 1892.)

(True Extract.)

(Signed) F. B. WALKER,
Offg. Joint Secy. to Govt., P.W.D.,
Railway Branch.

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

ENDORSEMENT—dated 12th November 1892, No. 2682 R., Public Works.

Forwarded.

(Here enter No. 2681 R., Public Works, dated 12th November 1892.)

(By Order.)

(Signed) F. B. WALKER,
Offg. Joint Secy. to Govt., P.W.D.,
Railway Branch.

Ed. A. D. Xavier.
Spare Copies

RAILWAY.

Govt. of (1892) Madras.
PUBLIC WORKS.

Dated November, 12th.

Recd.

Encl.

G.O., 12th Nov. 1892, Nos. 2681,
2682 R.

NOVEMBER.

Capital and Revenue Accounts,
Madras Railway

Forwarding copy of Proceedings embody-
ing a note on the — for the first half of
1892.

No. 16 R. Stat

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY Statistics

All communications
should be addressed to
the Secretary.

To
The Joint Secretary to the Government of Madras
Public Works Department.
Railway Branch

Sir,
Simla, 14th January 1893.
Despatched 24/1/93

With reference to the Capital
and Revenue Accounts of the Madras
railway for the half-year ending the
30th June 1892, and note by the Officiating
Consulting Engineer for railways thereon,
received under your endorsement ^{2409 R. Public}
Works dated the 10th October 1892 and 2682,
dated the 12th November 1892 respectively, I am
directed to invite attention to the

following

following points

2. Revenue Account Abstract H.

Coaching traffic. The reduction in the third class fare, by mail trains, from 3 to $2\frac{1}{2}$ pice per mile and the date of the reduction should have been noted at foot of the abstract as required by the standard form.

3. Consulting Engineer's Note paragraph 19. The ton-mileage of "Merchandise general" for the first half of 1892 has been shown as 53,236,603 instead of 56,236,603

4. Paragraph 27. It is stated that there was a decrease of 3420 tons and of Rs 25,367 under "Grain-Rice" but from the commodity statement it is observed that the decrease occurred in the tonnage lifted alone while there was an increase of Rs 25,367 in the earnings.

5. Paragraph 24. The tonnage of goods lifted during the first half of 1892 has been

been shown as 458,497 instead of 558,497

b. I am further to invite attention to the following statement showing certain results in connection with the working of the goods traffic on this railway as compared with those on certain other railways.

	North Western railway Commercial Section	Bombay & North Western railway	Eastern Bengal State railway	South Eastern railway	Madras railway
Average sum received for carrying a ton one mile.	5.42	5.59	7.01	7.35	8.33
	North Western railway Commercial Section	East Indian railway	Bombay & North Western railway	Madras railway	
Average number of tons in a train		138.80	212.79	193.09	104.87
Percentage of freight upon capacity hauled		54.06	53.25	46.69	42.17

I have the honor to be

Sir,
Your most obedient servant

J. H. Forster

M. S. C.

Documents accompanying
Nil.

Under Secretary
J. H.

14. [illegible]

A
No. 234 R 6-July 1892.
Received
Communicated
to the Consulting Engineer
for Railways and referred
to Progs. No. 2408 R dated
15 October 1892.

[Signature]
R

A
No. 234 R 6-July 1892.

No. 2408-9 R 10-10-92
- 2681-2 R - 12-11-92

[Signature] 1892
To the Consulting Engineer
for Railways and
referred to Progs. No. 2408 R dated
15 October 1892.

Handwritten notes at bottom left.