

Public Works (1893) Department.

RAILWAY BRANCH.

G.O., No. 65-6 R

DATED 14 January

[Despatch Abstract.]

Mayavaram - Mettupet Railway

Capital revised and budget estimates for
1892-93 & 1893-94 of the _____, ordered to be
forwarded to the Govt. of India.

Forwarding the Capital revised and
budget estimates for 1892-93 & 1893-94 of
the _____, with a note thereon

Indexed.

[P.W.D.]

[illegible]

G.O.	No.	Department.	Date.	G.O.	No.	Department.	Date.

1892-93 & 1893-94

MEMORANDUM.

The grant for expenditure on the Mâyavaram-Mutupet State Railway is Rs. 6,75,000 appropriated as follows:—

	Rs.
Net expenditure in India (<i>vide</i> general abstract)	6,75,000
Expenditure in England (<i>vide</i> schedule C)	...
Total grant	6,75,000

The budget estimate contemplates a total expenditure of Rs. 6,75,000 as under:—

Cash outlay on works and services (<i>vide</i> general abstract)	5,79,000
Do. on stores (<i>vide</i> schedule A)	96,000
Appropriation to line of expenditure in England (<i>vide</i> general abstract)	...
Exchange and insurance charges on expenditure in England (<i>vide</i> schedule A)	...
	6,75,000

and is provided for as follows:—

Appropriation to line of expenditure in England	...
Credits to be realized from revenue for stores to be issued from appendix A (5)	...
Credits to be realized from revenue for workshop outturn from appendix A (4)	...
Credits to be realized from other departments for stores to be transferred from appendix A (5)	...
Credits to be realized from sales from appendix A (6)	...
Balance, being Indian grant required as above	6,75,000

Capital revised and budget estimates of the Mayavaram-Mutpet Railway for 1892-93 and 1893-94.
General abstract.

Main heads of expenditure.	Revised estimate, 1892-93.				Budget estimate, 1893-94.				Total pro- bable outlay to end of 1893-94 (column 1, 3 and 4).	Required for lines under construction only.		
	Budget grant, 1892-93.		Total.		Cash.	Stores.	Total.	Stores.		Total.	Remaining to be spent in future years.	Sanctioned estimate.
	Actuals to end of 1891-92.	1.	2.	3.								
Works and Services.												
I. Preliminary expenses ..	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
II. Land ..	2,665	..	13,586	..	..	..	..	..	16,151	4,301	..	11,850
III. Formation ..	1,81,923	64,980	97,210	..	..	..	..	..	1,00,623	40,187	..	2,30,810
IV. Bridge work ..	30,272	1,72,837	97,785	..	..	..	..	..	2,18,017	14,287	..	2,32,411
V. Fencing ..	8,112	7,82,802	2,58,902	..	..	..	..	..	7,42,014	2,62,837	..	994,831
VI. Electric telegraph ..	..	23,708	2,154	70,362	..	..	..	..	25,151	17,435	..	46,715
VII. Ballast and permanent-way ..	310	1,000	108	2,000	..	..	..	..	300	1,360	..	2,108
VIII. Stations and buildings ..	17,848	6,36,604	89,943	81,416	1,00,930	6,15,048	95,112	72,892	6,22,819	74,398	..	7,17,932
	1,186	1,65,007	14,423	8,350	62,108	1,25,000	1,40,609	..	1,40,609	..	..	2,15,007
Total Construction accounts	2,42,921	18,35,836	4,87,981	1,62,831	4,98,024	12,29,499	19,60,401	..	4,03,406	..	..	24,61,807
IX. Plant ..	..	6,862	..	..	2,000	15,167	..	..	15,167	317	..	15,484
X. Ferris, &c. ..	..	..	..	..	..	..	..	..	..	..	..	..
XI. Rolling-stock ..	..	..	..	..	..	..	..	..	..	..	..	..
XII. General charges as per schedule B ..	81,322	90,660	75,452	..	78,976	..	2,35,750	..	1,488	..	..	2,34,262
Total Expenditure on final heads	3,24,243	19,33,158	5,63,433	1,62,831	6,79,000	13,23,642	22,11,318	..	4,92,235	..	..	27,01,653
Miscellaneous advances ..	762	1,000	1,000	..	1,000	1,000	2,662	..	..	..	..	..
Deficit receipts on Capital Account ..	3,25,005	19,34,158	4,01,602	1,62,831	6,80,000	13,24,642	22,14,980	..	..	..	..	..
Grand total, Works and services	1,981	100	1,000	..	1,000	1,000	2,981	..	..	..	..	..
Stores account as per schedule A ..	3,23,024	19,34,658	4,00,602	1,62,831	6,79,000	13,23,642	22,10,999	..	..	..	..	..
..	3,89,715,	8,64,068	4,70,494	1,93,997	98,000	8,48,642	77,640	..	..	..	..	..
..	7,12,739	18,50,000	8,71,096	28,904	6,75,000	8,75,000	22,87,739	..	..	..	..	..
Deficit debits to the Indian books by credits to "expenditure in England" for value of English stores and other items charged off in England ..	..	..	..	..	..	..	..	..	..	..	..	..
Net Indian expenditure ..	7,12,739	13,50,000	8,71,096	28,904	6,75,000	8,75,000	22,87,739	..	..	..	..	..

(Signed) **F. F. SMITH,**
for Chief Engineer.

2

三

Total

North.—The sum total available for *each* railway during 1892-94 on the various response heads is Rs. 94,000 as shown above. It must be distinctly understood that cash expenditure to the extent provided for under each head can only be incurred conditionally upon its being evident that the credits calculated upon will be fully realised. It will be necessary for the local authorities of the line to watch the suspense transactions closely and it will be the duty of the Examiner to make a careful estimate of the position of each suspense account every month in the form of the appended A (1) to A (6) attached and to bring to any appreciable variations or expected variations to the notice of the Manager or Engineer-in-Chief without delay. In cases in which it is found that the credits taken in the budget estimates are not likely to be realised, it will be incumbent upon Managers or Engineer-in-Chief to restrict the cash expenditure, as far as possible, or, where this is not feasible, to bring the fact to the notice of the Government of India at once. It will be within the discretion of the Manager or Engineer-in-Chief to disburse with the preparation of these monthly estimates during the first quarter of the financial year. On the other hand, if the monthly estimates show that more credits are likely to be realised than were calculated upon in framing the budget estimate and that money is likely to remain unutilised, it will be the duty of the Manager or Engineer-in-Chief to apprise Government of the fact with like promptitude.

NOTE.—This schedule is required in detail in the case of lines under construction only; the abstract at the end will be sufficient in the case of open lines.

[illegible]

Schedule B.—Capital and revenue budget estimate of the general charges of the Máavaram-Mutunet Railway for the year 1893-94—cont.

No.		Detail.	Monthly salary of office.	Revised estimate, 1892-93.			Budget estimate, 1893-94.			Remarks.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																												
1892-93.	1893-94.			Per annum.	Distribution of charges.		Per annum.	Distribution of charges.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																														
					ms.	ms.		Capital.	Revenue.		ms.	ms.	Capital.	Revenue.	Total.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																							
..	..	Office expenses ..	..	..	3,731	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..

ABSTRACT of general charges for 1893-94.

Sub heads of establishment.	Revised estimate, 1892-93.	Budget estimate, 1893-94.	DISTRIBUTION.			
			Capital.		Revenue.	
			1892-93.	1893-94.	1892-93.	1893-94.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Direction or general	3,390	5,328	3,390	5,328	..	..
Engineering	65,128	62,988	65,128	62,988	..	..
Locomotive	..	..	..	..	..	..
Traffic	..	..	..	..	..	..
Stores	3,361	4,068	3,361	4,068	..	..
Audit and accounts	3,803	4,600	3,803	4,600	..	..
Medical and sanitation	1,770	1,992	1,770	1,992	..	..
Total ..	76,459	78,978	76,452	78,976	..	..

(Signed) **F. F. SMITH,**
for Chief Engineer.

NOTE by the Examiner of Railway Accounts, Madras, on the revised and budget estimates of the Mayavaram-Mutupet Railway for 1892-93 and 1893-94.

The following table will show how the budget estimates of each period compare with the revised estimate for 1892-93:—

	Budget, 1892-93.	Revised estimate, 1892-93.	Budget, 1893-94.	Revised estimate compared with 1892-93.		Revised estimate compared with 1893-94.	
				More.	Less.	More.	Less.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Grand total, works and services ..	19,34,068	4,63,433	13,23,642	..	13,70,625	7,60,209	..
Stores	2,64,068	3,36,667	6,48,843	7,20,625	..	..	9,85,209
Net expenditure	16,60,000	9,00,000	6,75,000	..	6,50,000	..	2,25,000

2. *Comparison of budget of 1892-93 with revised estimate.*—(a) From the above table it will appear that there will be a lapse of Rs. 13,70,625 on construction and an increased outlay of Rs. 7,20,625 on stores resulting in a net lapse of Rs. 6,50,000.

(b) Rs. 5,50,000 of the lapse on grant has already been surrendered (*vide* G.O., No. 2092 R.) of 29th August last and a further surrender of Rs. 1,00,000 is proposed in the revised estimate.

(c) The cause of the lapse of Rs. 5,50,000 was said to be due to difficulty in obtaining labour and to the land being under water; in explanation of the further lapse the company now make the following statement:—

“It was anticipated that labour would come in more freely and the water would have fallen in the channels sufficiently to enable a vigorous push being made on all works, but owing to the recent week of rain it is found that these anticipations cannot be realized.”

3. *Budget estimate of 1893-94 compared with revised estimate 1892-93.*—(a) The budget of 1893-94 provides for outlay on construction Rs. 7,60,209 and for a reduction in suspense balance of Rs. 9,85,209 in excess of the sums anticipated on the same heads in the revised estimates for 1892-93; the net outlay for the year is therefore stated at Rs. 2,25,000 less than that of 1892-93.

(b) Owing to the additional lapse of Rs. 1,00,000 on the grant for 1892-93, the company's officers consider it probable, if the programme laid down, viz., of opening the railway on 1st April 1894 is adhered to, that an addition may be required to the grant of Rs. 6,75,000 now suggested in the budget for 1893-94.

(c) They, however, think it too early in the year to make definite proposals on the subject and suggest that the question be considered at the time of preparing the six months' estimate.

(d) The total outlay budgeted for to the end of 1893-94 is Rs. 22,11,318, leaving Rs. 4,90,235 to complete the estimated outlay.

(Signed) J. LIGHTFOOT,
Examiner of Railway Accounts, Madras.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Railway.

Read the following papers:—

Capital Revised and Budget Estimates, 1892-93 and 1893-94, Mávavaram-Mutupet Railway.
Note by the Examiner of Railway Accounts, Madras, thereon.

No. 18.

Endorsement by the Consulting Engineer for Railways, dated Madras, 14th Jan. 1893

Submitted to Government for transmission to the Government of India with reference to its letter No. 287 A.G., dated 15th December 1892, embodied in G.O., No. 3085 R., dated 23rd idem.

2. The revised budget for 1892-93 contemplates a further surrender of Rupees 1,00,000 beyond the amount of Rs. 5,50,000 given up in August 1892. The total lapse on the budget estimate is therefore Rs. 6,50,000 made up of less outlay of Rupees 13,70,625 on works and services and increased expenditure of Rs. 7,20,625 on stores. The surrender now made is due to recent rains presenting the water in the channels falling sufficiently to admit of vigorous work.

3. The budget estimate for 1893-94 contemplates an outlay of Rs. 6,75,000, leaving a balance Rs. 4,90,235 to complete the construction estimate. If this programme is adhered to, the line will not be ready for opening on 1st April 1894 as anticipated.

ORDER—dated 14th January 1893, No. 65 R., Public Works.

Ordered that the Capital revised and budget estimates for 1892-93 and 1893-94 of the Mávavaram-Mutupet Railway be forwarded to the Government of India.

2. The Government is anything but satisfied with the want of progress made on the Mávavaram-Mutupet Railway during the current official year. The lapse of no less than 9 lakhs on the grant for the year appears to Government to show a great want of energy on the part of the engineers employed on this line. It cannot be admitted that the season of 1892-93 has been an unfavorable one for work in the district. If the local supply failed, labour should have been imported. The recent light rains cannot justify the further surrender of a lakh of rupees now proposed. The fact that the line, little more than 50 miles in length, will have been five years under construction is enough to condemn the administration of the company which undertook the work.

[Here enter No. 66 R., Public Works, dated 14th January 1893.]

(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.
" Examiner, Public Works Accounts.
" Financial Department.

Exd. C. A. Munisawmy.
Spare Copies

RAILWAY.

Govt. of {1893} Madras.
PUBLIC WORKS.

Dated January, 14th.

Recd.

Encl.

G.O., 14th Jan. 1893, No. 65 R.

JANUARY.

Mayavaram-Mutupet Railway

Capital revised and budget estimates for
1892-93 and 1893-94 of the —, ordered to
be forwarded to the Government of India.

PRELIMINARY ISSUE.

PUBLIC WORKS DEPARTMENT.

CAPITAL EXPENDITURE ON PUBLIC WORKS NOT CHARGED
AGAINST REVENUE

37. CONSTRUCTION OF RAILWAYS,
PROVINCIAL.

REVISED AND BUDGET ESTIMATES

OF THE

MAYAVARAM-MUTUPET RAILWAY

FOR

1892-93 & 1893-94.

MEMORANDUM.

The grant for expenditure on the Māvaram-Mutupet State Railway is Rs. 6,75,000
• appropriated as follows:—

Net expenditure in India (<i>vide</i> general abstract)...	Rs.
Expenditure in England (<i>vide</i> schedule C) ...	6,75,000
Total grant ...	6,75,000

The budget estimate contemplates a total expenditure of Rs. 6,75,000
as under:—

Cash outlay on works and services (<i>vide</i> general abstract) ...	5,79,000
Do. on stores (<i>vide</i> schedule A) ...	96,000
Appropriation to line of expenditure in England (<i>vide</i> general abstract) ...	...
Exchange and insurance charges on expenditure in England (<i>vide</i> schedule A) ...	...
	6,75,000

and is provided for as follows:—

Appropriation to line of expenditure in England ...	...
Credits to be realized from revenue for stores to be issued from appendix A (5) ...	...
Credits to be realized from revenue for workshop outturn from appendix A (4) ...	...
Credits to be realized from other departments for stores to be transferred from appendix A (5) ...	...
Credits to be realized from sales from appendix A (6) ...	...
Balance, being Indian grant required as above ...	6,75,000

General abstract.

(Signed) **F. F. SMITH,**
for Chief Engineer.

2

• 0.000

Total

NOTE.—The sum total available for cash outlay during 1933-34 on the various suspense heads is Rs. 96,000 as shown above. It must be distinctly understood that cash expenditure to the extent provided for under each head can only be incurred conditionally upon its being evident that the credits calculated upon will be fully realised. It will be necessary for the local authorities of the line to watch the suspense transactions closely and it will be the duty of the Examiner to make a careful estimate of the position of each suspense account every month in the form of the appendices A (1) to A (6) attached and to bring any appreciable variations or expected variations to the notice of the Manager or Engineer-in-Chief without delay. In cases in which it is found that the credits taken in the budget estimates are not likely to be realised, it will be incumbent upon Managers or Engineer-in-Chief to restrict the cash expenditure, as far as possible, or, where this is not feasible, to bring the fact to the notice of the Government of India at once. It will be within the discretion of the Manager or Engineer-in-Chief to dispense with the preparation of these monthly estimates during the first quarter of the financial year. On the other hand, if the monthly estimates show that more credits are likely to be realised than were calculated upon in framing the budget estimate and that money is likely to remain unutilised, it will be the duty of the Manager or Engineer-in-Chief to apprise Government of the fact with like promptitude.

3

==

[illegible]

Y. M. M.

4

ABSTRACT of general charges for 1893-94.

(Signed) **F. F. SMITH,**
for Chief Engineer.

(Signed) **F. F. SMITH,**
for Chief Engineer.

Note by the Examiner of Railway Accounts, Madras, on the revised and budget estimates of the Mayavaram-Mutupet Railway for 1892-93 and 1893-94.

The following table will show how the budget estimates of each period compare with the revised estimate for 1892-93:—

	Budget, 1892-93.	Revised estimate, 1892-93.	Budget, 1893-94.	Revised estimate compared with 1892-93.		Revised estimate compared with 1893-94.	
				More.	Less.	More.	Less.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Grand total, works and services ..	19,34,058	8,63,433	13,23,642	..	13,70,625	7,60,209	..
Stores	2,84,058	2,36,567	6,48,642	7,20,625	..	..	9,85,209
Net expenditure	16,50,000	9,00,000	6,75,000	..	6,50,000	..	2,25,000

2. *Comparison of budget of 1892-93 with revised estimate.*—(a) From the above table it will appear that there will be a lapse of Rs. 13,70,625 on construction and an increased outlay of Rs. 7,20,625 on stores resulting in a net lapse of Rs. 6,50,000.

(b) Rs. 5,50,000 of the lapse on grant has already been surrendered (*vide* G.O., No. 2092 R.) of 29th August last and a further surrender of Rs. 1,00,000 is proposed in the revised estimate.

(c) The cause of the lapse of Rs. 5,50,000 was said to be due to difficulty in obtaining labour and to the land being under water; in explanation of the further lapse the company now make the following statement:—

“It was anticipated that labour would come in more freely and the water would have fallen in the channels sufficiently to enable a vigorous push being made on all works, but owing to the recent week of rain it is found that these anticipations cannot be realized.”

3. *Budget estimate of 1893-94 compared with revised estimate 1892-93.*—(a) The budget of 1893-94 provides for outlay on construction Rs. 7,60,209 and for a reduction in suspense balance of Rs. 9,85,209 in excess of the sums anticipated on the same heads in the revised estimates for 1892-93; the net outlay for the year is therefore stated at Rs. 2,25,000 less than that of 1892-93.

(b) Owing to the additional lapse of Rs. 1,00,000 on the grant for 1892-93, the company's officers consider it probable, if the programme laid down, viz., of opening the railway on 1st April 1894 is adhered to, that an addition may be required to the grant of Rs. 6,75,000 now suggested in the budget for 1893-94.

(c) They, however, think it too early in the year to make definite proposals on the subject and suggest that the question be considered at the time of preparing the six months' estimate.

(d) The total outlay budgeted for to the end of 1893-94 is Rs. 22,11,318, leaving Rs. 4,90,235 to complete the estimated outlay.

(Signed) J. LIGHTFOOT,
Examiner of Railway Accounts, Madras.

NOTE by the Consulting Engineer for Railways on the Capital revised and budget estimates for 1892-93 and 1893-94 of the Māyavaram-Mutupet Railway.

The revised budget for 1892-93 contemplates a further surrender of Rs. 1,00,000 beyond the amount of Rs. 5,50,000 given up in August 1892. The total lapse on the budget estimate is therefore Rs. 6,50,000 made up of less outlay of Rs. 13,70,625 on works and services and increased expenditure of Rs. 7,20,625 on stores. The surrender now made is due to recent rains presenting the water in the channels falling sufficiently to admit of vigorous work.

2. The budget estimate for 1893-94 contemplates an outlay of Rs. 6,75,000, leaving a balance of Rs. 4,90,235 to complete the construction estimate. If this programme is adhered to, the line will not be ready for opening on 1st April 1894 as anticipated.

(Signed) F. B. WALKER,
Offg. Consulting Engineer for Railways.

14TH JANUARY 1893, No. 66 R., PUBLIC WORKS.

PUBLIC WORKS DEPARTMENT.

Railway.

LETTER—from.

F. B. WALKER, Esq.,

Offg. Joint Secretary to the Government of Madras,

Public Works Department,

Railway Branch,

To

THE SECRETARY TO THE GOVERNMENT OF INDIA,

PUBLIC WORKS DEPARTMENT.

SIR,

With reference to Government of India Resolution No. 287 A.G., dated 15th December 1892, I am directed to forward, herewith, the Capital revised and budget estimates for 1892-93 and 1893-94 of the Mayavaram-Mutupet Railway, together with notes thereon by the Examiner of Railway Accounts and the Consulting Engineer for Railways. A copy of the orders of this Government on the above is also forwarded for information.

I have the honour to be,

Sir,

Your most obedient servant,

(Signed) F. B. WALKER,

Offg. Joint Secy. to Govt., P.W.D.,
Railway Branch.

FORT ST. GEORGE,
14th January 1893.

Ed. C. A. Muniswamy.
Spare Copies

RAILWAY.

Govt. of {1833} Madras.
PUBLIC WORKS.

Coted January, 14th.

Recd.

Encl.

14th January 1893, No. 66 R.

JANUARY.

Mayavaram-Mutupet Railway

Forwarding the Capital revised and
budget estimates for 1892-93 and 1893-94
of the — with a note thereon.

PRELIMINARY ISSUE.

Should be in red ink

PUBLIC WORKS DEPARTMENT.

CAPITAL EXPENDITURE ON PUBLIC WORKS CHARGED AGAINST
REVENUE.

**37. CONSTRUCTION OF RAILWAYS,
PROVINCIAL.**

REVISED AND BUDGET ESTIMATES

OF THE

MAYAVARAM-MUTUPET RAILWAY

FOR

1892-93 & 1893-94.

encl

MEMORANDUM.

The grant for expenditure on the Mayavaram-Mutpet State Railway is Rs. 6,75,000 appropriated as follows:—

Net expenditure in India (<i>vide</i> general abstract)...	...	...	Rs. 6,75,000
Expenditure in England (<i>vide</i> schedule C)	...	...	...
Total grant	...	...	6,75,000

The budget estimate contemplates a total expenditure of Rs. 6,75,000 as under:—

Cash outlay on works and services (<i>vide</i> general abstract)	...	6,69,000	57
Do. on stores (<i>vide</i> schedule A)	...	6,000	
Appropriation to line of expenditure in England (<i>vide</i> general abstract)	...	...	9
Exchange and insurance charges on expenditure in England (<i>vide</i> schedule A)	...	...	
	...	6,75,000	

and is provided for as follows:—

Appropriation to line of expenditure in England	...	...
Credits to be realized from revenue for stores to be issued from appendix A (5)	...	...
Credits to be realized from revenue for workshop outturn from appendix A (4)	...	...
Credits to be realized from other departments for stores to be transferred from appendix A (5)	...	...
Credits to be realized from sales from appendix A (6)	...	...
Balance, being Indian grant required as above	...	6,75,000

General abstract.

(Signed) **F. F. SMITH,**
for Chief Engineer.

F. F. SMITH,
for Chief Engineer.

SCHEDULE A.—Abstract estimate for stores for the years 1892-93 and 1893-94.

Expense heads.	Actual balance at end of 1891-92.	REVISED ESTIMATE, 1892-93.					Probable balance at end of 1892-93.	EXPEND ESTIMATE, 1893-94.					Probable balance at end of 1893-94.
		Debita.			Credita.	Net debit or credit.		Debita.			Credita.	Net debit or credit.	
		Cash.	Stores.	Total.				Cash.	Stores.	Total.			
Purchases as per appendix A (1)	Rs. 14,172	Rs. 3,97,939	Rs. 1,01,000	Rs. 3,97,939	Rs. 2,83,767	Rs. 14,172	Rs. 14,172	Rs. 15,000	Rs. 15,000	Rs. 15,000	Rs. 15,000	Rs. 15,000	Rs. 15,000
London stores " A (2)	..	3,000	1,01,000	1,04,000	1,04,000	1,04,000	..	..	..	..	..	..	..
Manufactures " A (3)	..	69,655	9,385	78,920	78,920	52,067	26,853	51,000	51,000	1,31,000	80,000	80,000	80,000
Workshop manufactures " A (4)	..	..	..	..	..	..	..	..	..	..	..	..	..
Stores in depots " A (5)	Rs. 3,29,740	..	5,40,634	5,40,634	5,40,634	3,44,292	3,96,642	..	1,46,000	7,44,642	6,98,642	6,98,642	6,98,642
Stores in depots " A (6)	..	..	..	..	..	..	..	..	..	..	..	..	..
London invoices ..	..	..	1,01,000	1,01,000	1,01,000	1,01,000	..	..	..	..	..	..	..
Total ..	Rs. 3,89,715	Rs. 4,70,494	Rs. 7,52,199	Rs. 12,22,693	Rs. 8,86,128	Rs. 3,36,567	Rs. 7,26,382	Rs. 16,000	Rs. 2,12,000	Rs. 9,40,642	Rs. 6,19,642	Rs. 6,19,642	Rs. 6,19,642

(c) English cost at 2 shillings
Exchange and insurance

Total ..

(Signed) F. F. SMITH,
for Chief Engineer.

Notes.—The sum total available for each outlay during 1893-94 on the various suspense heads is Rs. 66,000 as shown above. It must be distinctly understood that each expenditure to the extent provided for under each head can only be incurred conditionally upon its being evident that the credits calculated upon will be fully realized. It will be necessary for the local authorities of the line to watch the suspense transactions closely and it will be the duty of the Examiner to make a careful estimate of the position of each suspense account every month in the forms of the appendices A (1) to A (6) attached and to bring any appreciable variations or expected variations to the notice of the Manager or Engineer-in-Chief without delay. In cases in which it is found that the credits taken in the budget estimates are not likely to be realized, it will be incumbent upon Managers or Engineer-in-Chief to restrict the cash expenditure, as far as possible, or, where this is not feasible, to bring the fact to the notice of the Government of India at once. It will be within the discretion of the Manager or Engineer-in-Chief to disburse with the preparation of these monthly estimates during the first quarter of the financial year. On the other hand, if the monthly estimates show that more credits are likely to be realized than were calculated upon in framing the budget estimates and that money is likely to remain unutilised, it will be the duty of the Manager or Engineer-in-Chief to apprise Government of the fact with like promptitude.

57640
77640

SCHOOLS B.—Capital and revenue budget estimate of general charges of the Māvavaram-Mutpet Railway for the year 1893-94.

Nota.—This schedule is required in detail in the case of lines under construction only; the abstract at the end will be sufficient in the case of open lines.

[illegible]

[illegible]

ABSTRACT of general charges for 1893-94.

Sub-heads of establishment.	Revised estimate, 1892-93.	Budget estimate, 1893-94.	Distribution.			
			Capital.		Revenue.	
			1892-93.	1893-94.	1892-93.	1893-94.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Direction or general	2,377	5,328	2,377	5,328	..	..
Engineering	65,066	62,988	65,056	62,988	..	..
Locomotive	..	..	..	..	..	..
Traffic	..	..	..	..	..	..
Stores	3,328	4,068	3,328	4,068	..	..
Audit and accounts	2,699	4,600	2,692	4,600	..	..
Medical and sanitation	1,770	1,992	1,770	1,992	..	..
Total	75,230	78,976	75,930	78,976	..	..

(Signed) F. F. SMITH,
for Chief Engineer.

Note by the Examiner of Railway Accounts,
Madras, on the Revised and Budget Estimates
of the Nagavaram Muttupet Railway for 1892-93
and 1893-94.

(1) The following table will show how the
Budget Estimates of each period compare with the
Revised Estimate for 1892-93.

	Budget 1892-93	Revised Estimate 1892-93	Budget 1893-94	Revised esti- -mate compared with 1892-93		Revised esti- -mate com- -pared with 1893-94	
				more	less	more	less
Grand Total works & services	19,349,58	563,433	13,23,642		13,70,625	7,60,209	
Stores	3,84,058	336,567	648,642	720,625	-	-	955,209
Net Expenditure	15,50,000	9,00,000	6,75,000	-	650,000	-	225,000

(2) Comparison of Budget of 1892-93 with Revised
Estimate.

(a) From the above table it will appear that there
will be a lapse of Rs 13,70,625 on construction and

Receipts

Please send 12 clean
copies if possible by
tomorrow evening

Thos. A. Boyle
Examiner
Budget
17

S. 2
24/35/23

an increased outlay of 7,20,625 on stores resulting in a net lapse of Rs. 6,50,000.

(b) Rs 5,50,000 of the lapse on grant has already been surrendered vide G.O. No. 2092 R of 29th August last, and a further surrender of Rs 1,00,000 is proposed in the Revised Estimate.

(c) The cause of the lapse of Rs 5,50,000 was said to be due to difficulty in obtaining labor and to the land being under water, in explanation of the further lapse the Company now make the following statement:-

"It was anticipated that labor would come in more freely and the water would have fallen in the channels sufficiently to enable a vigorous push being made on all works, but owing to the recent week of rain it is found that these anticipations cannot be realized."

(3) Budget Estimate of 1893-94 compared with Revised Estimate 1892-93.

(a) The Budget of 1893-94 provides for outlay on
Construction

construction Rs 7,60,209, and for a reduction in suspense balances of Rs 9,85,209 in excess of the sums anticipated on the same heads in the Revised Estimates for 1892-93, the net outlay for the year is therefore, stated at Rs 2,25,000 less than that of 1892-93.

(b) Owing to the additional lapse of Rs 1,00,000 on the grant for 1892-93, the Company's officers consider it probable, if the programme laid down viz of opening the Railway on 1st April 1894 is adhered to, that an addition may be required to the grant of Rs 6,75,000 now suggested in the Budget for 1893-94.

(c) They, however, think it too early in the year to make definite proposals on the subject and suggest that the question be considered at the time of preparing the six months Estimate.

(d) The total outlay Budgetted for to the end of 1893-94 is Rs 22,11,318 leaving Rs 4,90,235 to

to complete the estimated outlay.

(SD) J. Lightfoot.
Examiner of Railway Accounts
Madras.

(True copy)

A.D. 4. Shreey C. A. R.

For Dfz. Com. Engg
R. for Rys

80 435/93

Form No. 2.

PUBLIC WORKS DEPARTMENT.

OFFICE OF CONSULTING ENGINEER FOR RAILWAYS,

Madras, 11th January 1893.

Capital Revised and Budget Estimates
1892-93 and 1893-94, Mayavaram - Mutupet
Railway.

Note by the Examiner of Railway Accounts,
Madras, thereon.

No. 18

SUBMITTED.

to Government for
transmission to the Government
of India with reference to its
letter No. 287A dated 15th Decr 1892
embodied in G. O. No. 3085 R dated
23rd idem.

Sir, Please say if it
is necessary to send to
India a copy of the
order conveying the
estimate. Also as all budget
estimates are ^{placed} ~~communicated~~
by Editor's Table whether this
one should be so placed -

and copy of the estimate
sent to the Editor's
Table No. 7 - 26/1
Table 6

2. The Revised budget for
1892-93 contemplates a further
surrender of Rs 1,00,000 beyond
the amount of Rs 5,50,000 given
up in August 1892. The total
lapse on the budget estimate
is

is therefore Rs 6,50,000 made up
of less outlay of Rs 13,70,625 on
works and services and increased
expenditure of Rs 7,20,625 on stores.

The surrender now made is due
to recent rains presenting the
water in the channels ^{sufficiently} falling
to admit of vigorous work.

3. The budget estimate for
1893-94 contemplates an outlay
of Rs 6,75,000 leaving a balance
of Rs 4,90,235 to complete the
construction estimate. If this
programme is adhered to the
line will not be ready for
opening on 1st April 1894 as
anticipated.

A. B. G. Melling

Captain R. E.

for Offg. Comdg. Engrs for Rys.

T.

Form No. 1

P. W. CURRENT No. 435

From

THE CONSULTING ENGINEER

FOR RAILWAYS,

Madras,

No. 18

Dated 14th

Received

18th January 1893

No. of ENCLOSURES. 2

Subject.

Submitting, for transmission
to the Govt. of India, the Capital
Revised & Budget Estimates,
1892-3 & 1893-4, Mayanaram-
Mudupet Ry.

B.

No 65-66 R of 14-1-93.

To The Comptroller & Cashier
- G. B. P. A. C. S.
- G. R. P. W. S. S.
- Financial Dept.
- 19/1/93.

No 65 R of 14th Jan'y '93

Orders that
the Capital Revised &
Budget Estimates for 1892-93
& 1893-94 of the Mayanaram
Mudupet Railway
be forwarded to the Govt.
of India.

M¹⁴

O.R.

Note by the Comptroller
for Railways on the
Capital Revised & Budget
Estimates for 1892-93 and
1893-94 of the Mayanaram
Mudupet Railway.

The revised budget for
1892-93 contemplates a
further surrender of Rs 1,00,000

on 1st April 1894 as an-
ticipated.

M¹⁴
O.R.

No 65R of 14th Jan'y 1893.

PUBLIC WORKS DEPARTMENT,
RAILWAY BRANCH.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

Read the following

Endorsement from
the Comptroller for Reps -

H.E. No 18 of 14th Jan'y 1893

Ordered that
the Capital Revised and
Budget Estimates for 1892-93
and 1893-94 of the Mysa.
Tamil Indulpet Railway
be forwarded to the Govt. of
India.

2. The Government is
anything but satisfied
with the want of progress
made on the Mysore
Indulpet Railway during
the current official year.
The measure intended to
accelerate the progress is
resumed from Rs 10,00,000 to
Rs 10,00,000

Of more than 6^{1/2} Cables on the
~~for \$6,50,000 by an in.~~

~~crossed expenditure of \$7206.50~~

Grant both year appears & let to

on stress plainly show a

great want of energy and

Administrative Facilities on

the part of the engineers

employed on this line. per

officers must or ought to

have known something

about the labour market.

of this part of the country

and being a prob agricul.

most destruct that much

... could not be got out.

as the local population

...all during certain hours

Genl Railway Engineers Room

that in many parts of Asia

it is absolutely necessary to

import foreign labour if

is desired to push work

through in a steady and

continuous manner, and it

on this labour question

Let the Engineer of this line

appears to have failed, and be.

1. İngiliz slidi kap kazandı 2

instead of making proper

arrangements

It cannot be admitted
that the ~~present~~^{last} season of 1892-3
has been ~~quite~~ an unfavourable
one for work in the district. If
the local supply failed, Cane
should have been imported. The
recent light rains cannot
justify the further expenditure
of a lakh of rupees now proposed.
The fact that the line, little
more than 50 miles in length
will have been five years under
construction is enough to
condemn the administration
of the Company which under-
took the work.

Ус

arrang. No. PUBLIC

3. The best Engineer is the man who can arrange for and energetically carry out his own plans or those of others, and it is in this matter of organization that the Mayorsmen. Multitude of ^{the} Engineers have failed, ~~and~~ Government cannot accept the explanation that a work's plan should have put back works to such an extent as to cause a lapse of Rs. 2,00,000.



ps. R

2
The Comptroller for the
- " - Ex. B. Co. 1885
- " - Ex. M. Co. 1885
- " - Financial Dept.

new
13/2/93

17/2

Handwritten notes at top right.

PUBLIC WORKS DEPARTMENT,
RAILWAY BRANCH.

Read the following :-

G.O. No 65 R of the 14th
Jan 1893-

FOR ORDERS

A.
No. 65 R of 14 Jan 1893.

CR. I think the figure
9 should be band a half.
lacks in para 2 of G.O.

If we are correct, may the
G.O. be cancelled & another
one issued?

McArthur
DR

Yes. it seems so. ²⁴
The minutes of the 14th Jan 1893
shall be sufficient to
cancel the G.O. before it was issued
and issue a new one.
15 Feb

FOR ORDERS.

No. 66R.

Government of Madras.

PUBLIC WORKS DEPARTMENT,
RAILWAY BRANCH.

To

THE SECY. TO THE GOVT. OF INDIA,

P. W. DEPARTMENT.

14th January 1893.

SIR,

Transmitting order signed to
as to his further demerit. These
Explanations are altogether un-
satisfactory, as the past season has
been on the whole an exceptionally
favourable one for work in Tanjore.
The want of energy & the apathy
shown by the Company in the
cause of the delay. They are
going to take five years to com-
plete 54 miles of line, and nothing
but the cause I have stated can
explain dilatoriness of this kind.
It is a pity the work was ever en-
trusted to this company, who have
been hostile to it from the beginning
and I have succeeded in preventing its
completion for 14 years since I
first proposed it.

Yours
20/Jan

Encl. despatch with 3 Cms.
14-1-93.

M. J. V.

With reference to
Govt. of India Resolution
No. 287 A. G. dated 15 Dec.
1892. I am directed to for-
ward herewith the Capital
Revised and Budget Estimates
for 1892-93 and 1893-94 of the
Madras Railway together with a note by
the Examiner of Railway
Accounts and the Comptroller
for Railways. Copy of the
order of this Govt.
on the above is
also forwarded
for information.

OR

B-1-

No. 65-66 R 2 14 Jan 1993

1. *note*